


# TOP FIELD IN \$24,000 MEXICO RALLYE

See Page 1

# MOTOR RACING



Vol. 3—No. 4

(Published Bi-weekly)  
except last issue of calendar year

Los Angeles, Calif.

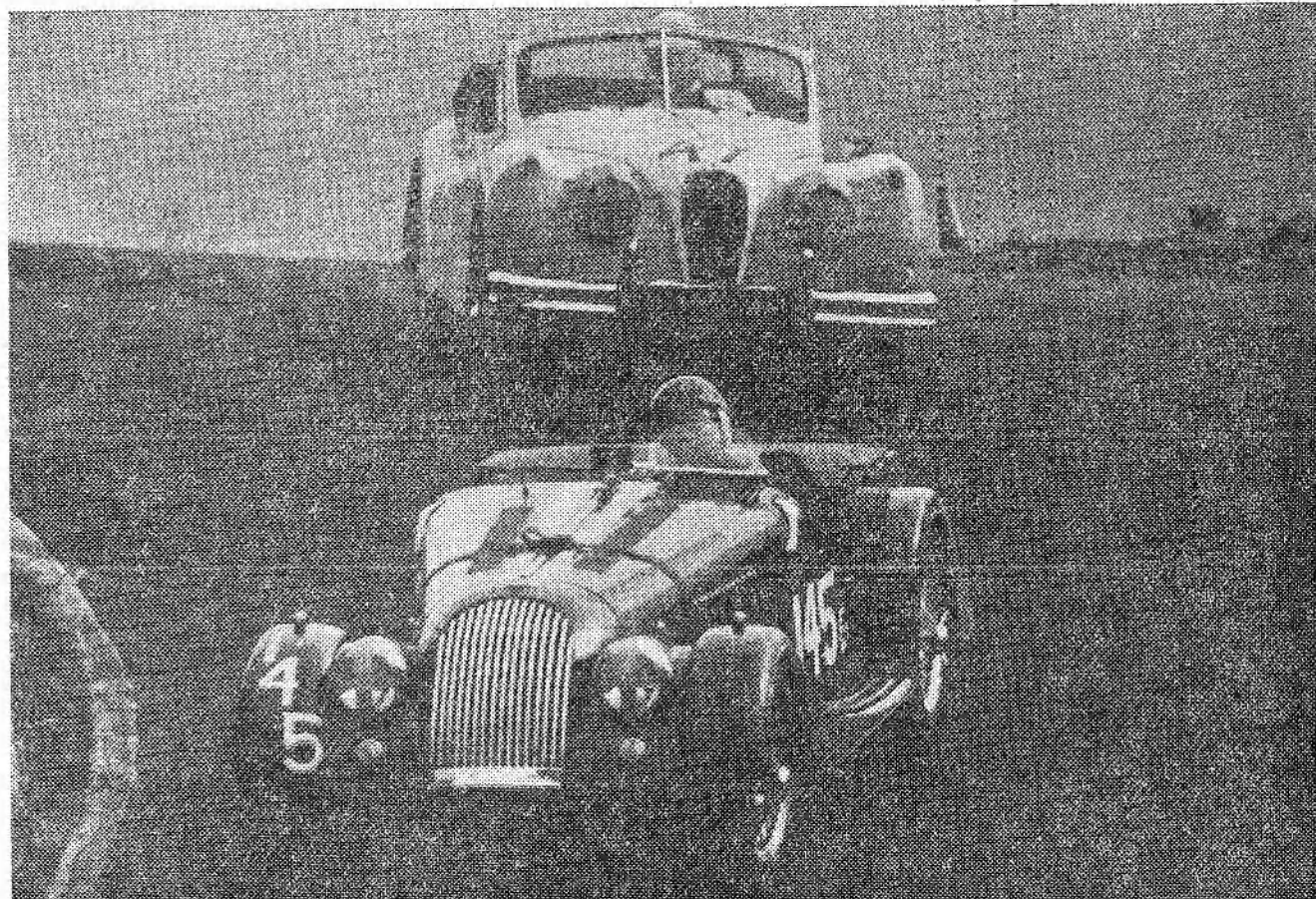
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Nov. 29-Dec. 6, 1957

## SHELBY POSTS RIVERSIDE VICTORY; GURNEY'S SECOND PROVES STUNNER!

See Page 1



—Ken Parker

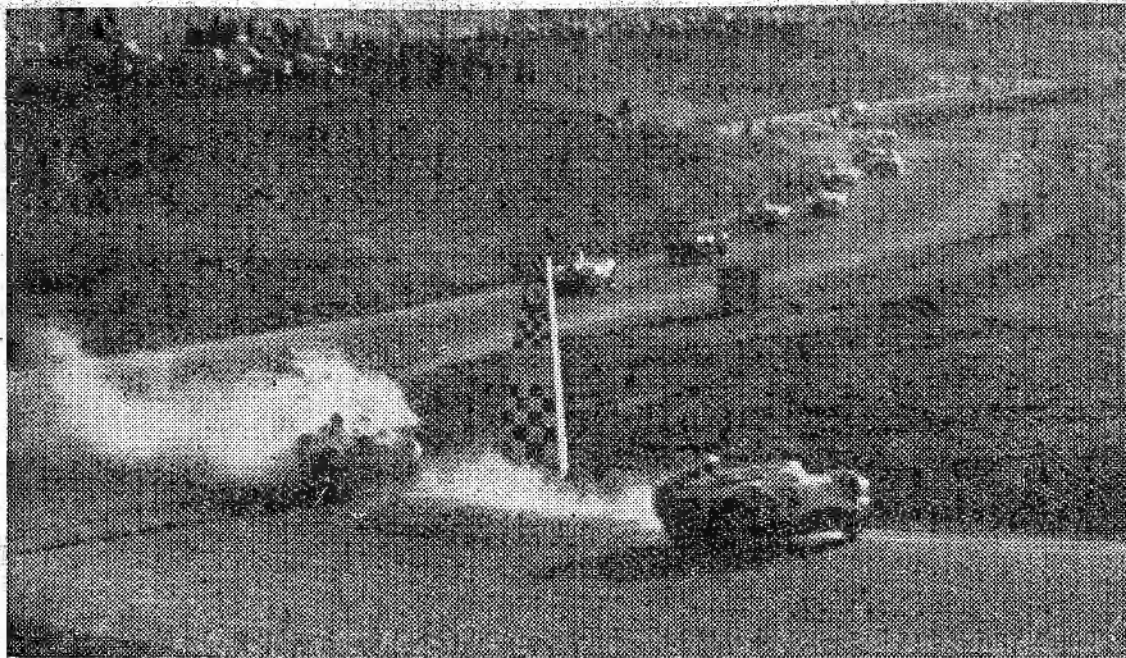
**UNIQUE SHOT** shows Lew Spencer driving Rene Pellandini's Morgan Plus 4 to 3rd overall and 2nd in class in class E in big production car race at recent Laguna Seca

(Pebble Beach) SCCA National Races. Coming over the hill behind Spencer is Dr. Cliff Wright, piloting a Jaguar XK140MC at new No. Calif. course.

## NASSAU LURES MAJOR U.S. DRIVERS

See Page 1





—W. R. C. Shedenheim  
**BOOMING AROUND** the 1st lap of feature National SCCA Riverside Raceway classic is Masten Gregory, heading the pack here in 4.7 Maserati. Following is Carroll Shelby, 4.5 Maserati, eventual victor, and, lost in cloud of dust, are Walt Hansgen, D-Jaguar, and Dan Gurney, 4.9 Ferrari. Shelby won over Gurney by 5 seconds and averaged 81.8mph.

## Riverside National To Shelby

**BY MAURY POWELL**  
 MOTORACING Staff Correspondent  
**RIVERSIDE, Calif., Nov. 17—**They'll not forget Ol' Shel around here for a long spell! Carroll Shelby, the doughty Dallas driver, put on an exhibition of skill, daring and courage with John Edgar's 4.5 Maserati that onlookers will be yakking about for years to come as he won the 25-lap big-bore feature here today on the 3.275-mile Riverside International Motor

**Charts—Page 5**

Raceway course, averaging 81.88mph in the process.

Of the estimated 20,000 chilled fans, whose corpuscles were prevented from turning into red ice cubes only by the heated action, there doubtless were divided opinions expressed as to whether Shelby was driving 'way over his head or if he was simply in his usual superb form.

The fact is that Carroll felt he owed his fans and backers some recompense for his flip here last month during a practice session prior to the first road race on the \$800,000 course—and he gave them a real, Texas-style apology while proving that no asphalt strip was about to take his measure, nohow. He wasn't only fighting the course—the flu bug had bit him, too.

Shoring the crowd's favoritism as the race developed was unheralded Dan Gurney, 26-year-old Riverside lad making his first start in a non-production car at the helm of Frank Arciero's 4.9 Ferrari. With only 10 races to his credit, Gurney handled the Italian charger with considerable finesse, ultimately leading for two laps and holding on for second only five seconds behind Shelby.

**GREGORY 3rd**

Masten Gregory of Kansas City, who started up front in Temple Buell's 4.7 Maser after winning yesterday's 5-lap qualifying sprint, was third, two seconds behind Gurney.

Fourth went to husky Walt (Continued on Page 5, Col. 3)



—George Woods  
**NEXT TO** Carroll Shelby's big win at Riverside in point of interest was the spectacular ride turned in by 26-year-old Dan Gurney, of Riverside, in Frank Arciero's 4.9 Ferrari. Comparative newcomer was a great 2nd in his first race for big bores.



—Lester Nehamkin  
**READY FOR** takeoff in gigantic \$24,000 (U.S.) 1st Rallye Nacional Mexicano to Acapulco, Mexico, is the potent Simca team. From left: Harvey Lieberman, Simca Auto Sales, Inc., executive, and drivers Marv Patchen, of Motor Life, and Ken Miles. The Lieberman car will be driven by Herb Johnston. They leave from Guadalajara, Jal., one of 6 starting points, at 3 p.m. Saturday, Nov. 30. Rallye ends next day at swank seaside resort of Acapulco.

## Rodriguez in Stunning Victory!

**BY JORGE ROSADO**

MOTORACING Staff Correspondent

**PUEBLA, MEXICO, Nov. 17—**"The king is dead! Long live the king!"

That is an apt heading to

this dispatch, for Julio "Bache" Mariscal, Mexico's No. 1 sports car driver in a D-Jaguar, was emphatically unseated here today.

He was conquered by the fantastic 15-year-old boy from Mexico City, Ricardo Rodriguez, who drove the same Porsche RS Spyder with which he thrilled U.S. race fans when he won last September at Riverside, Calif.

Ricardo was the overall winner in the 25-lap feature around the 2.1-mile Autodromo de Puebla. His time was 36min., 59.4 sec., for an average of 141.955kph.

It was the 2nd triumph for Ricardo, in the Porsche, over Mariscal's D-Jag. The earlier one was over the smaller Torreon course last September. Mariscal beat Ken Miles at the last Puebla races, although for today's races chicanes had been fashioned into the long U-shaped straights.

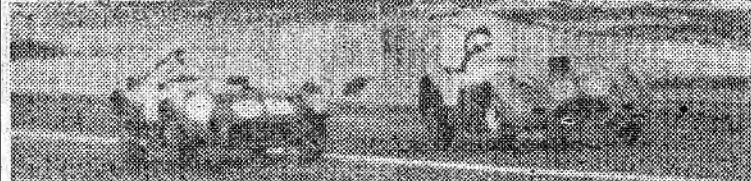
Actually, it was a big day for the Rodriguez family, for Pedro, Ricardo's 17-year-old brother, was the winner in the class C sports category and 3rd overall in a fuel-injection Corvette.

Following Ricardo, who won by 9 seconds, and Mariscal in class A was Chuck Baldwin, Van Beuren Special, 4 laps behind.

The victor's fastest lap was 1:25, or 148.202kph. The course lap record of 1:23 was set in (Continued on Page 5, Col. 4-5)



—Lester Nehamkin  
**RICARDO RODRIGUEZ**  
 Another Smashing Victory



—George Woods  
**SHELBY (98) PASSES GURNEY AT 160-PLUS MPH.**



Vcl. 3—No. 4 (Published Bi-Weekly) 15c 44 Nov. 29-Dec. 6, 1957

## 200 Compete in \$24,000 Mexico Rallye to Acapulco

**BY GUS V. VIGNOLLE**

MOTORACING Staff Correspondent

**MEXICO CITY, Nov. 27—**Approximately 200 cars leave from six cities in the Republic of Mexico Saturday afternoon (Nov. 30) at 3 o'clock and head for the swank seaside resort city of Acapulco in a rallye with the biggest prize fund—\$24,000 U.S.—ever offered in this hemisphere.

It is the 1st Rallye Nacional Mexicano "Acapulco," a fantastic 24-hour event that has attracted more attention here than any other automotive deal since the last Pan American road race.

The rallye was organized by the ANA (Asociacion Nacional Automovilistica), under the direction of Sr. Enrique Martin Moreno, well known for his past successful association with the

famed Pan American road races.

**6 STARTING POINTS**

The six starting points and approximate distances to Acapulco

### \$24,000 Awards

Following is the \$24,000 (U.S.) prize fund for the big 1st Rallye Nacional Mexicano "Acapulco," which gets under way from six starting points in Mexico at 3 p.m., Saturday, Nov. 30:

1.	\$8000	6.	\$640	10.	\$320
2.	4000	7.	560	11-15.	160
3.	2400	8.	480	16-20.	120
4.	1600	9.	400	21-30.	100
5.	800			31-40.	80

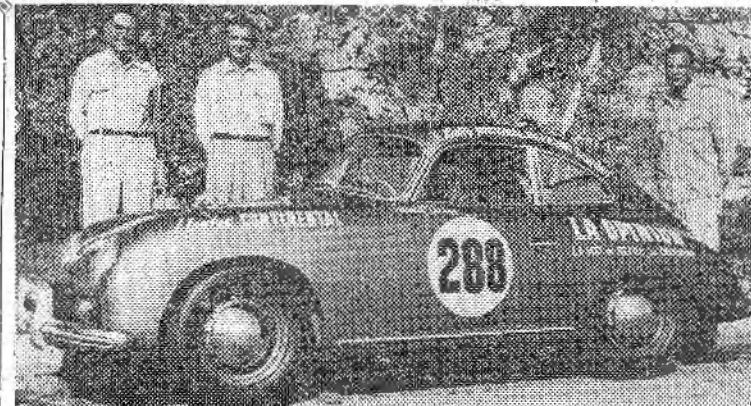
Best-qualified married couples, 2 prizes of \$240; best-qualified father-son crew, \$240; oldest crew, \$240; best-qualified female crew, \$240; best-qualified three-car team, \$400.

co in kilometers (1 km equals 0.62135 mi.) are as follows:

1. Mexico City, 1309;
2. Puebla, 1326;
3. Leon, 1519;
4. Guadalajara, 1452;
5. Monterrey, 1428;
6. Torreon, 1609.

Prizes range from 100,000 pesos or \$8,000 U.S. for 1st to \$80 for 30th place, plus other cash awards for best-this and best-that.

All cash prizes will be awarded at a gala celebration to be held at one of Acapulco's fash- (Continued on Page 10, Col. 4-5)



—Leon Miller Photo

**ONE OF** big threats in the Mexico Rallye to Acapulco is this Porsche Carrera, which will be driven by Ignacio Lozano, left. Navigator is Howard Frank, center. At right is Johnny Porter, owner of car. They leave from Guadalajara, Jal.

## MOSS, GREGORY, HILL, SHELBY TOP NASSAU RACE ENTRIES

**BY GUS V. VIGNOLLE**

MOTORACING Staff Correspondent

**EN ROUTE TO NASSAU, BAHAMAS, Nov. 28—**International sports car racing in a glamorous and tropical setting comes to Nassau for the 4th time during Bahamas Speed Week Dec. 1-9, and all indications point to this one as the gasser of them all.

Actually, a hectic social round of gay cocktail parties begins on Saturday, Nov. 30, and, inter-

**Complete Entries—Page 4**

mingled with what should be great racing, winds up on Monday, Dec. 9, with the International Motor Ball.

The big 250-mile Nassau Trophy race, drawing some of the

world's foremost pilots, is scheduled over the new 5-mile Oakes course on Sunday, Dec. 8.

Other racing includes the 100-mile Nassau Tourist Trophy race, Dec. 1; two 100-mile Governor's Trophy races, Dec. 6; the Bahamas Trophy island races, Dec. 7, and the finale the next day.

**WINNERS BACK**

Winners of the past three Nassau Trophy—none of whom has repeated—will be back for this (Continued on Page 4, Col. 3)

## Paramount Races Dec. 7-8

The California Sports Car Club closes its 1957 year of road racing with a two-day meet scheduled for Paramount Ranch in Agoura, Saturday and Sunday, Dec. 7-8.

Sixteen races are carded for the two days.

Although a number of top Southland pilots are entered, such name drivers as Richie Ginther, John von Neumann, Jack McAfee and others will be missing. They will be competing in Bahamas Speed Week at Nassau, Dec. 1-9.





## Racing Pow-Wow

By Maury Powell

### TYPOGRAPHICAL ERROR BRINGS DR. ROTH GRIEF

**S**HADES OF ETTORE BUGATTI! One lousy typo in our classified section . . . and all Hades breaks loose! From the resulting clamor, at least it's proven once again that MOTORACING is pretty damn well read cover-to-cover.

We're yakking about Dr. Milton Roth's 1939 Type 57 Bugatti convertible advertised in the previous issue. Sure, some hapless typist, possibly in the throes of a mental tete-a-tete with the likes of Bob Drake, Walt Hansen or Frank Alten, dislocated a period and omitted a zero—which made the price of Dr. Roth's pride and joy only \$285 rather than \$2850.

Dr. Roth's Don Ameche has been jangling constantly since this typographical boo-boo appeared. He could have sold a jillion of 'em at the price, of course.

To those of you who phoned—tch! tch!

To those who entertained thoughts of phoning but didn't—down, boys, Dr. Roth is NOT Santa Claus.

★

One of the most frequently-heard statements around any course when the subject of racing mishaps arises is, "Well, you can bet there'll be a holler from the big newspapers to halt racing if fatalities continue, particularly to spectators a la LeMans."

According to the latest issue of Sports Illustrated, the Alpine Guides Association announces that 385 mountain climbers died from exposure, falls and avalanches this year. Worst previous record was 269 deaths in 1953.

Not that first peep from the big dailies to nix mountain climbing.

We'll take the first stride here—RAUS MIT MOUNTAIN CLIMBING!

★

### Jim Rush Organizes Corvette Club

**AT SPEED**—Jim Rush, ye Gardena Chevy tycoon, invites Corvette owners to contact him concerning formation of a club in that area . . . Bill Falkenberg has relocated his foreign car repair shop from Melrose Avenue to 7174 Beverly Blvd., and boasts lots of equipment goodies such as new bay lifts, headlight testing, electric and ignition trouble shooters . . . The 4th annual Culver City Moose Lodge Race Driver's Dinner is scheduled Tuesday, Dec. 3, phone Ed Elliott, TEXAS 0-4272, for info and reservations; honored guests will be 200mph Club members . . . As we go to press, Andy Linden, topflight Indy driver, is still battling for his life after sustaining four skull fractures in a midget mishap in Clovis, Calif., Nov. 3. He's now reported in a semi-conscious condition and has been removed from the critical list.

Jag Owners Club reports a date switch for its Variety Boys Club Christmas party from Dec. 13 to Dec. 15, 2-5 p.m.; please bring oodles of gifts, costing less than \$1, to the collection depot at Zaz and Vilem Hagan's, 10305-07 Santa Monica Blvd., West L.A. . . . Bill Love, ye peerless AC Bristol piloto, just took over the foreign car works at Bill Morris Buick in El Monte; he hopes to secure a powerful ride for Sebring and certainly deserves something worthy of his talents . . . He's farming his Bristol out to Linda Scott and the Aston-Martin to Mary Davis for the CSCC jousting at Paramount Ranch Dec. 7-8.

★

### Her Expert Handiwork Develops Into Business

The second day after she'd purchased a shiny, red TR3, Mary Hennessy loaned it to a friend for hauling some items, and the back of one of the seats was punched in. An accomplished and very pretty hobbyist seamstress, Mary fixed up some cotton slip-on covers with red piping.

Shortly thereafter, the Hollywood miss was asked to fabricate some blue denim covers for a friend, Wade Cagle, who had one of his MG seats ruined by his pooch's sharp toenails.

Both received numerous requests for data on the covers from sports car owners noticing them at gas stations, etc. It dawned on them there might be a market for the stuff, so began planning the manufacture of contoured covers made from corduroy and duck. They were joined in the enterprise by two chaps—John Corrydon and Richard Hervey.

What tickles us is that Mary is an actress, Cagle an actor, Corrydon a 20th Century-Fox dialogue director and Hervey a doctor of optometry. Okay, so I'm easily jollied, but this sports car dodge really draws enthusiasts from all walks of life, no?

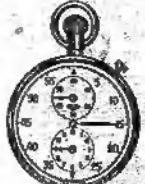
And where did they all first meet? At the Pico-Westwood Blvd. hamburger stand, natch!



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## LETTERS

### to the Editor

#### FAVORS ROLL BARS

**RE: ROLL BARS, SHOULDER HARNESS, AND ROD BOWERS.**

It was with great interest, and dismay, that I read Rod Bowers' letter in your correspondence column.

Up to, and including paragraph five of Mr. Bowers' letter I agree completely, and in certain parts thereafter, I also agree.

His suggestion that "the clubs should arrange a safety council made up of members who know what the hell they are talking about" is a good one. But, in the light of some of the ideas expounded by Mr. Bowers, I cannot recommend him as one of those members.

Obviously Mr. Bowers has never been "on his head" when he makes a statement to the effect that the driver should go for the floorboards in an impending crash. I, for one, have had the dubious honor of getting upside down in a race car and know a good many others who have done the same thing. I don't know a single one, including myself, who had the time to go for the floor, or the strength to stay there, during the flip-flops. If the driver can accomplish this feat, it is a freak accident or the driver is endowed with superhuman strength.

Furthermore, the statement that: "The most well built roll bar will bend or break loose in a violent flip" is fanciful fiction based on incomplete facts.

As an example, two cars were rolled at the Bonneville National Speed Trials this year. Both cars, modified roadsters driven by Fred Larsen and Jim Culbert, were traveling in excess of 200mph at the time of the flips. Both men are alive and well today due to the fact that the Bonneville competition rules require head high roll bars and shoulder harness (in addition to safety belts and crash helmets naturally) in modified cars. We have photos of the wreckage which will illustrate the durability of a well constructed roll bar.

Now, it can be pointed out that these two cars did not actually run into anything, and therefore the chance of complete destruction of the car and driver is lessened. To this I can only say—HOGWASH. A car doing flip-flops at 200 plus miles per hour is one of the most spectacular and awesome sights I have ever witnessed, and to the driver involved it is even more terrifying. The cars give the impression of having been "skin-bombed" from a low flying plane.

The accidents at the Bonneville Speed Trials over the last many years have been caused by many things. The injuries caused by these accidents have been caused, in part, by the rules committee (and I have been on that committee many times so am not without blame) not anticipating every possible injury-causing facet of competition and the car itself.

HOWEVER, the rules committee for the Speed Trials profits by these experiences and makes changes to prevent the same thing from happening again! This is more than you can say for the sports car clubs, and I mean all of them. It's unfortunate that people have to be protected from themselves, but that's the way it is.

Contrary to general opinion of the sports car drivers, roll bars are here to stay, and a good one will survive the most spectacular crash. Shoulder harness installation is debatable but should not be flatly condemned because the driver has no chance to "run hide when the situation arises."

Dean Batchelor  
Managing Editor  
Motor Life Magazine  
Hollywood

#### MAKES REAL SENSE

What's going on over there? This roll bar business is getting out of hand, with all kinds of people passing off opinion as fact. It's starting to sound like a theological convention—everyone speculates about heaven but no one speaks up who's been there. Even if you're fortunate enough to hear from some people who have gone on their groud and lived, you're still in for "one man's opinion."

Look at the record in aviation—safety factors had to be shoved down the throat of "the great unwashed"

(Continued on Page 9, Col. 3)

# Avert Financial Disaster Through Insurance Claim

BY LEW BRACKER

Leading Under-1500cc Production Coast Driver and Insurance Executive

**S**PORTS CAR and foreign car owners are now faced with unique insurance problems. In recent weeks, my office has received many phone calls from sports car owners involving these problems. The sad part about these calls is that they have come too late. The party involved has already been hurt financially and is now trying to close the proverbial barn door.

The Editors of MOTORACING have asked me to explain the sports car insurance picture in layman terms so that their readers may avert financial disaster through an auto insurance claim.

Let me begin by stating that an insurance policy is nothing more than a contract between yourself and an insurance company, wherein the company agrees to insure you under certain conditions for a specified fee. It is under these conditions that you may be caught off-base. Most people do not read their policies, be they auto, fire, or life insurance. This is where the crux of the trouble lies. I sincerely urge that after I have explained the so-called "Foreign Car Endorsements," every reader will dig out his policy and read it throughout.

The first condition or endorsement affecting sports cars reads like this: "It is agreed that such insurance as is provided by the policy does not apply when any auto is being operated by any person in any speed contest, or any race, rallye or similar competitive event." The wording of this endorsement is plain enough; however, the key words being "similar competitive event." This is the catch-all phrase. In other words you may drive your car to work or for transportation, but that is it—period.

#### 2ND ENDORSEMENT NOT WRITTEN SO PLAINLY

The second endorsement you may encounter is not written quite so plainly, but it can hurt you just as much. It reads—"In consideration of the premium charged it is agreed that such insurance as is afforded by the policy shall exclude any costs which result from the unavailability of parts or repair service in the vicinity of the place where the loss occurs. It is further agreed that the unavailability of stock parts or repairs or the costs necessary to obtain such shall not contribute to or be the basis of a total loss under this policy."

In no uncertain terms this means that in the event parts or service are not available, this fact will not contribute towards the loss being termed a total loss. Also, unavailability of parts and/or service is not the liability of the company. If it becomes necessary for you to tow your car 100 miles for parts or service, you must stand all of the costs involved. Shipping of parts to an area also becomes your concern.

Perhaps the most important point concerning these endorsements is that it is possible to obtain auto insurance policies which do not include these stipulations, and at no extra cost. You merely have to instruct your broker to obtain such a policy. If he is unable to do so, pick up your phone book and find one who can issue a clean policy.

#### CONFUSION REGARDING DIVISION 7

There is more confusion surrounding Division 7, chapter 3 of the Vehicle Code (sections 419 to 423.1) than perhaps any other portion of the Code. These sections are commonly called the "Financial Responsibility Law." Most drivers believe that in order to comply with the law, they only have to carry auto bodily injury insurance in the amount of \$5000 per person, \$10,000 per accident and property damage in the amount of \$5000. This is not true. The wording of the law is fairly simple and compliance with the law is mandatory.

The law provides that the driver of every motor vehicle which is in any manner involved in an accident originating from the operation of a motor vehicle on any street or highway within this state which accident has resulted in the damage to the property of any one person in excess of \$100 or in bodily injury or in death of any one person, must file a Report of Injury or Damage (Form SR-1) with the Department of Motor Vehicles within 15 days after the accident.

These forms are available from your insurance brokers.

If the driver at the time of the accident was driving a motor vehicle owned, operated or leased by his employer and with his employer's permission, then the driver must report the accident to his employer within 5 days after the accident. The employer must report the accident to the Department within 10 days after receipt of the driver's report. Supplemental reports indicating any major changes in estimates of damages or injuries must be filed with the department within 50 days after the accident, in order to permit a proper evaluation of the amount of security to be required.

#### DRIVERS MUST HAVE SECURITY AVAILABLE

The Financial Responsibility Law is designed to provide that individuals involved in automobile accidents have security available for satisfaction of any judgment arising out of said accidents. Such security must be established within certain limits as to amount and time, or, in lieu thereof, the license to drive or the automobile registration will be suspended.

The Department will not suspend the driver's license or the employer-owner's registration if evidence satisfactory to the Department has been filed with it that the security requirements of the law have been met. The simplest method of meeting the requirements is, of course, to take out Public Liability Auto Insurance before an accident occurs. However, you can deposit cash security in the amount stated in the Order of Security Requirements or Suspension issued by the Department. You can also satisfy the Department in a number of other ways, none of which is probable. Auto insurance is the most reasonable and cheapest method.

By way of information, the minimum requirements of the Financial Responsibility law are being raised effective July, 1958. As of that date, the limits will be \$10,000, \$20,000 bodily injury minimum limits. Auto rates are due to go up next January also.

This will be the second successive raise in rates and the darkest part of this story is that even with another increase in rates, the insurance companies are losing money on all auto lines. We have no one to blame but ourselves for these raises in rates. While some motorists have paid with their lives for the accident rate, the majority of us have only paid in dollars, so far. And the situation is getting worse by the hour.

I hope that I have been of some help to the foreign car owners and to drivers as a whole. I want to thank the Editors of MOTORACING for this privilege—for their civic-mindedness in wanting to get this information before their readers.





## Vignettes

By Gus V. Vignolle

GABFEST UP IN THE SKY;  
VICHAS FINDS PEOPLE FRIENDLY

**EN ROUTE TO MEXICO CITY AND NASSAU, Nov. 27.**—This is being written aboard a giant airliner whisking us through the skies to Guadalajara, Mexico City, Acapulco, Havana and the terminus at Nassau in the Bahama Islands for the world-famed Speed Week, Dec. 1-9.

Across the aisle from me are George Cary, the well-known Beverly Hills bon vivant racing coordinator, and John (Cara Palida) Malone, who is beating a strident tattoo for the Simca team entered in the \$24,000 Mexico Rallye to Acapulco which I plan to cover if interruptions are kept to an absolute minimum.

In between Champagne sips, Cary and Malone are discussing three items, not necessarily listed in order of importance: (1) Chances of the 3-car Simca team, led by Ken Miles, in the mammoth rallye that starts next Saturday afternoon from six cities and ends in Acapulco 24 hours later; (2) A big rallye and race planned for Guadalajara early next February, and (3) Muebles Finos, which is Spanish for fine furniture. You might ask them about their intense interest in this subject.

I was with these two guys in Mexico last September, and it was a gasser. The only thing missing here right now is Josh Hogue, the indefatigable writer-playboy from the San Francisco Chronicle. Actually, it is a blessing that he is not along, because, at my age, it is too taxing on the nervous system to try and keep up with him.

### Faith in Human Nature Restored

There are some things that help restore your faith in human nature. One took place just before I boomed out to the airport to catch this metallic bird.

The phone rang. It was long distance from 'way up in Pendleton, Ore. The call was from Deno Vichas, the 28-year-old 300SL driver. I don't know him from Eve's spouse, although I had seen him race far up in the wondrous redwood country of Arcata. That was when he won a great race after a tremendous duel with Jimmy Orr, in his AC Bristol.

Deno raced at the recent SCCA National at Riverside. He cracked up and was banged up to the extent of 12 stitches. His car suffered \$600-\$700 damage.

He called up merely to say MOTORACING was "the Bible" up where he lives and that he had never in his life seen such friendship as exemplified by Southern Californians.

"After I cracked up," he said, "everybody was so willing to help me. Bill Love, Jerry Austin, Cal Bailey and others just couldn't do enough to assist me."

He had nothing but the highest of praise for the entire Riverside Raceway management. "The ambulance facilities and the treatment from everyone concerned were the greatest," he declared. "I still can't get over how wonderfully well I was treated at the Riverside Community Hospital."

### They Help Pay for Damage to Car

On top of it all, he said a group of drivers and others were helping him defray the cost for damage done to his car. "The fellowship among sports car owners down your way is par excellence," he added.

Deno drove 1130 miles roundtrip to Riverside in his 300SL, but now he's planning to get a trailer for the car, pointing out that it's too much of a strain, since he doesn't have a pit crew.

After all the backbiting, harpoon-throwing and plain out-and-out bums you come across, something like this is really refreshing!

It is heartening to note the new spirit of harmony prevailing within the ranks of the Triple-R pro racing group since Ned Yarter assumed the mantle of prexy. They are going all-out for their program at Costa Mesa, Dec. 14, and for the main event they've upped the purse from 47% to 52%. Pay (it isn't much for these semi-pros, but it helps) will be equal for 1st 3 places in all classes. A class winner gets the same scratch as the overall victor. This is a deserved break for the production car drivers.

Available: Joe Thrall, a good Jaguar pit man from Costa Mesa. He has Jack Douglas' D-Jag up for sale; ditto Julio Mariscal's D-Jag in Mexico City, with a ton of spare parts . . . Frank Blunk had a big spread in the NY Times on Ricardo Rodriguez recently . . . That's a really worthwhile project the Jag Owners have in aiding those underprivileged boys at Christmastime. Your gifts for these boys will be appreciated; please send 'em to Zaz Haan, 10305 S.M. Blvd., or Parkhouse Motors. Party has been switched from Dec. 13 to the 15th at the Boys' Club, 2530 Cincinnati St., L.A. . . . Personal to Dr. John G. Matt, R.E. of Neokla Region of SCCA, Tulsa: Apologies for failure to use more of the fine material you have been sending. Simply a space problem. We look for more space in '58. Please don't give up . . . Willy Wilkin, Simca boss, was honored with a trophy from Cam Cooper on Sports Car Review TV show last Mon. for lending support to rallye events. He's got 3 Simcas going in the big Mexico rallye . . . Amigo Art Peck, prexy of Long Island Sports Car Assn., reports LISCA ran 5 successful events in 5 successive Sundays, which ought to be some kind of a record. Rallyes, gymkhanas and races pulled as high as 163 cars.

### Top Mechanic Jim Connor Available

From a "Devil's Hairpin" blurb: "... American version of death in the afternoon . . . defying destruction at 150mph . . . this deadliest and most spectacular sport." The movie is so horrendous it's good . . . Jim Hahn tabs Bobby Burns, Wichita Falls, Tex., Porsche RS, as a real comer following his recent Fort Worth win . . . Jim Connor, of Phoenix, a fine Porsche and Ferrari mechanic, avid technician, and a real hep chap, is no longer with Stan Sugarman. He'd be a strong asset for someone. Address: 1338 E. Colter, Phoenix . . . Just before heading west, Ray Lavelly had a big plug for a gal racing back in Okla.—Ann George, of Nowata. Drives a Corvette, and she's a comer, says Ray . . . Dee and Bob Evans (he's the big A-H driver) last week became parents of a 9-lb. boy, Robert David Evans III . . . At hand a wonderful letter from Larry Marner, of Baltimore, booming a top guy and driver, Bill Scott. Will try and run the whole deal in next issue . . . Josh Hogue predicts the Cal Club will go pro in '58 . . . Nausea note: did you note how Gold Suit kept interrupting the announcer and tried to dominate the show during the televising by KTLA of the Sat. races at Riverside? And the show went off the air just as the big-bore field got away. Whatta letdown!



**THEY CHANGED** more than 200 tires at Palm Springs races, which set record for tire consumption. Left is popular Carl Gardner, boss of Gardner-Reynolds Dunlop tire firm, and his aide, Hal Brady. Were they bushed!

## Triple-R Slates Pro Card Dec. 14

COSTA MESA, Calif., Nov. 27.—A 60-mile feature tops Road Racing Register's pro road races at the Orange County Fairgrounds here Saturday, Dec. 14.

Six events are scheduled over the 2-mile, 9-turn blacktopped strip.

Entry blanks may be secured by mail from Triple R Inc., 6136-A Alamo St., Maywood, Calif. Phone: LUDlow 7-1086. Fee is \$15. Drivers will be competing for a purse of 30 per cent of the gross gate, less taxes.

Practice is scheduled 9-11 a.m. First race is at 12 noon. Entrants are certain to include Richie Siegfried, last Willow Springs victor, Bob Kudler, Ned Yarter, Bill St. James, Don Driscoll, Bob Murphy, Dean Green, Dick Pegg, Dr. Richard McClure, Chuck Charles and Bud Goodwin.

"Wild Bill" Cantrell and Wayne Douglas, both noted mid-gate and sprint car pilots, also loom as entrants.

## New Foreign Passenger Car Registrations

January thru August 1957

	Calif.	North	South
1 Volkswagen	10139	4938	5201
2 Volvo	2948	886	2142
3 M. G.	2543	834	1709
4 Renault	2071	333	1738
5 English Fords	2009	988	1021
6 Simca	1632	808	824
7 Triumph	1601	585	1016
8 Hillman	1532	573	959
9 Borgward	1098	415	683
10 Austin Healey	771	240	531
11 Goliath	719	268	451
12 D. K. W.	645	185	460
13 Jaguar	643	210	433
14 Morris	606	319	287
15 Porsche	546	206	340
16 Fiat	533	212	321
17 Alfa Romeo	246	59	177
18 Mercedes Benz	233	79	154
19 Sunbeam Talbot	181	76	105
20 Isotta	168	35	133
21 Citroen	152	55	97
22 Austin	122	64	58
23 Lloyd	97	62	35
24 Rover	34	21	13
25 Morgan	25	2	23
26 Facel Vega	16	1	15
27 Lancia	16	9	7
28 Panhard Levassor	16	7	9
29 A. C.	15	1	14
30 Rolls Royce	15	4	11
31 Aston Martin	11	2	9
32 Bentley	9	2	7
33 Lancaester	9	5	4
Misc. (4 or less each)	18	5	13
<b>TOTALS</b>	<b>31419</b>	<b>12419</b>	<b>19000</b>

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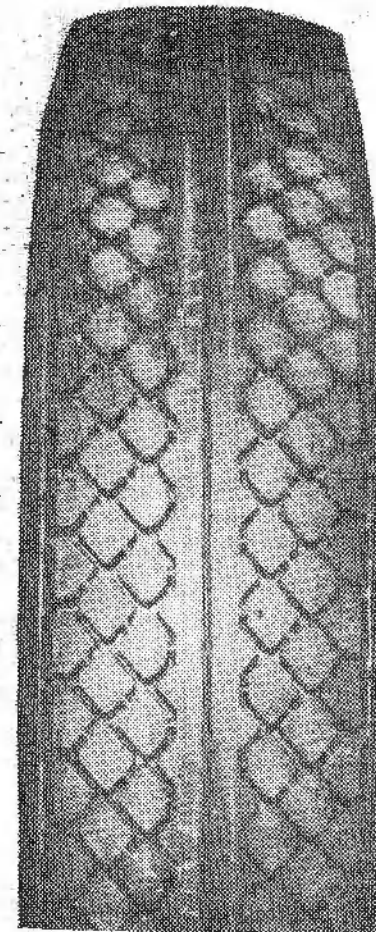
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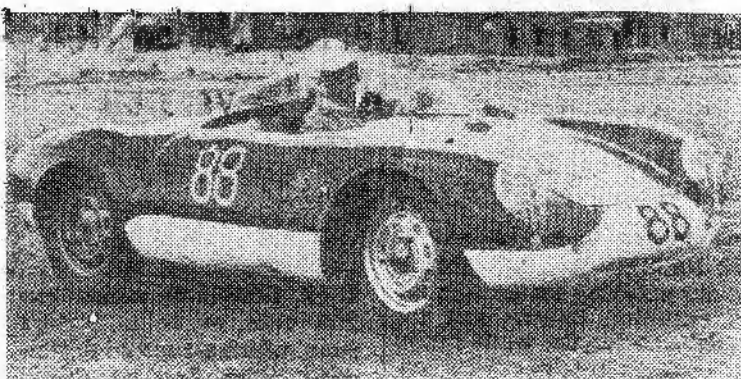
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# Accepted Nassau Entries

NASSAU SPEED WEEK NASSAU, BAHAMAS, DEC. 1-3, 1957				
No.	Name of Driver	Home Town	Car	CC Cl.
1.	Stirling Moss	London, England	Open	1098 H
2.	Jay Chamberlain	Burbank, Calif.	Lotus	1098 C
3.	Phil Hill	Santa Monica, Cal.	Ferrari	3482 C
4.	Masten Gregory	Kansas City, Kan.	Maserati	4700 C
5.	Jim Kimberly	Chicago, Ill.	Maserati	4478 C
6.	Edward Lunken	Cincinnati, O.	Ferrari	1936 E
7.	Edward Crawford	Northfield, Ill.	Porsche RS	1498 F
8.	Julio Batista	Havana, Cuba	Ferrari	1936 E
9.	S. H. Arnolt	Warsaw, Ind.	Arnolt Bristol	1971 E
10.	Edward Hugus	Pittsburgh, Pa.	Porsche RS	1498 F
11.	David Darrin	Roseland, N.J.	Ferrari	1936 E
12.	John Fitch	Stamford, Conn.	Maserati	1936 E
13.	Walter Huggler	St. Davids, Pa.	Jaguar D	3800 G
14.	Art Bunker	Kansas City, Mo.	Porsche RS	1498 F
15.	Phil Stiles	Palm Beach, Fla.	AH Lemans	2660 D
16.	Jimmy Orr	Kentfield, Cal.	AC Bristol	1971 E
17.	Peter Collins	London, England	Healey Special	1498 F
18.	George Reed	Midlothian, Ill.	Jag XKSS	3442 F
19.	Richard Kessler	New York City	AC Bristol	1971 E
20.	Col. Robert Kuhn	Fairborn, Ohio	AH Lemans	2660 D
21.	Samuel Crooks	Madeira Beach, Fla.	Porsche RS	1498 F
22.	Denise McCluggage	New York City	ELVA Factory	1098 G
23.	Charles Dietrich	Sandusky, O.	Ferrari	1936 E
24.	Gaston Andry	Switzerland	Jag XKSS	3442 F
25.	Dr. Richard Thompson	Washington, D.C.	Porsche RS	1498 F
26.	Ernest Erickson	Chicago, Ill.	A-H Motto	2660 D
27.	Donald Forbes	Spring Valley, N.Y.	Ferrari	2466 D
28.	John von Neumann	Hollywood, Calif.	Maserati	1936 E
29.	Lance Reventlow	Beverly Hills, Calif.	TR-3	1931 E
30.	Charles Kolb	Washington, D.C.	Porsche RS	1498 F
31.	Bruce Kessler	Beverly Hills, Calif.	Ferrari	3800 G
32.	Antonio Izquierdo	Bogota, Colombia	AC Bristol	1971 E
33.	Jack Ensley	Indianapolis, Ind.	D Jaguar	3800 G
34.	Frank Baptista	Hvattsville, Md.	Lotus	1097 G
35.	Roy Schechter	Miami, Fla.	Lotus	1098 G
36.	Jim Rathmann	Milwaukee, Wis.	Corvette	5022 B
37.	Jim Jeffords	Washington, D.C.	Mercedes SL	2994 D
38.	Marty Malarkey	Lincolnwood, Ill.	Porsche RS	1498 F
39.	Carl Haas	Beaver Falls, Pa.	T-Bird	5111 E
40.	Charles Weiss	Havana, Cuba	Maserati	1936 E
41.	Armando Cifuentes	Miami, Fla.	AC Bristol	1971 E
42.	Carl Dorr	New York City	Ferrari	3500 G
43.	Gene Greenspan	Blue Bell, Pa.	Lotus	1098 G
44.	Thomas Fleming	Toronto, Ont.	Austin-Healey	2680 H
45.	Hugh Sutherland	Malvern, Pa.	DB Panhard	750 H
46.	John Mull	Malvern, Pa.	AC Bristol	1971 E
47.	Evelyn Mull	Southbridge, Mass.	Aston-Martin	2992 D
48.	George Constantine	Kansas City, Mo.	ELVA Factory	1098 G
49.	William Ong	Chicago, Ill.	ELVA Factory	1098 G
50.	Burdette Martin	Wilmington, Ill.	ELVA Factory	5022 E
51.	Frank Reich	Tampa, Fla.	AC Bristol	1971 E
52.	Duncan Fortong	Darien, Conn.	Porsche Carrera	1498 F
53.	Richard Green	Sherman Oaks, Calif.	Porsche RS	1498 F
54.	Jack McAfee	Sherman Oaks, Calif.	Cooper-Porsche	1600 E
55.	Harry Jones	Brussels, Belgium	Ferrari	3500 G
56.	Orve Gendebeln	Denver, Colo.	Ferrari	2997 C
57.	Temple Buell	Westfield, N.J.	Jaguar D	3810 C
58.	Walt Hahgen	Beaver Falls, Pa.	T-Bird	5111 E
59.	Roland Cizzi	San Juan, P.R.	Lotus	1098 G
60.	V. Merito	Redlands, Calif.	Merc 300SL	2996 D
61.	Lek von Kaesborg	New York, N.Y.	Lotus	1098 G
62.	Antonio Pompeo	Glendale, Mo.	Fair. Electron	1097 G
63.	M. Whitcraft	Dallas, Texas	Maserati	1936 E
64.	James Hall	Washington, D.C.	Porsche S	1498 F
65.	Steve Spitzer	Nassau, Bahamas	AH-Lemans	2660 D
66.	Anthony Adams	Miami, Fla.	AC Bristol	1971 E
67.	Lloyd P. Casner	New York City	Lister Bristol	1971 E
68.	John Norwood	New York, N.Y.	Lotus	1096 G
69.	S. Kahack	St. Petersburg, Fla.	Sista	733 H
70.	H. R. Woodward	Collegeville, Pa.	Mercedes SL	2996 D
71.	Douglas Stearly	Daytona Beach, Fla.	Lotus	1098 G
72.	James Quackenbush	Macon, Ga.	Maserati	1936 E
73.	Logan Lewis	Ft. Worth, Texas	Maserati	1936 E
74.	Gary Loughlin	New York City	Ferrari	1936 E
75.	Chester Flynn	New York City	Alfa Romeo	1290 F
76.	Allen Markelson	New York City	Alfa Romeo	1290 F
77.	Louis Comito	Centerport, N.Y.	Ferrari	1936 E
78.	William Hellburn	New York City	Astari Proto	4661 E
79.	James Kapchenis	Charlotte, N.C.	AC Bristol	1971 E
80.	John Haas	Lake Forest, Ill.	Porsche	1498 F
81.	John Cuccas	Miami, Fla.	Maserati	1936 E
82.	Robert Said	Pound Ridge, N.Y.	D-Bonnet	850 G
83.	Howard Hanna	Broomall, Pa.	Maserati	1936 E
84.	Robert Williams	Miami, Fla.	GW Spyder	600 H
85.	George Waltman	Great Neck, L.I.	Ferrari	4900 C
86.	Richie Ginther	Santa Monica, Calif.	Ferrari	748 H
87.	Sandy MacArthur	Chicago, Ill.	Ferrari	1936 E
88.	Paul Norair	Washington, D.C.	Ferrari	1936 E
89.	M. Ruth Lueddecke	Buffalo, N.Y.	Alfa Romeo	1289 F
90.	Curtis Turner	Rosnoke, Va.	Corvette	5200 B
91.	Bill France	Daytona Beach, Fla.	Ferrari	1936 E
92.	Julian Porter	Pomona, Calif.	Maserati	1936 E
93.	Robert Ferguson	Ft. Worth, Texas	Ferrari	1936 E
94.	George Arents	Stamford, Conn.	Ferrari	3776 C
95.	Edwin Martin	Columbus, Ga.	Ferrari	3482 C
96.	Carroll Shelby	Dallas, Texas	Maserati	4500 C
97.	Tom Newcomer	Overland Park, Kan.	TR-3	1931 E
98.	Campbell Smith	Washington, D.C.	Porsche C	1498 F
99.	King Moore	New York City	Porsche C	1498 F
100.	Brooks Robinson	New York City	Alfa Romeo	1289 F
101.	Fred Allen	Newfield, N.Y.	A. Martin DB3S	1498 F
102.	Ray Vernon	Columbus, Ga.	MGA	1498 F
103.	Ricardo Rodriguez	Mexico City, Mex.	Porsche RS	1498 F
104.	Pedro Rodriguez	Mexico City, Mex.	Ferrari	1936 E
105.	William Infantino	Buffalo, N.Y.	Ferrari	4660 F
106.	Eldon Beagle	Sacramento, Calif.	Porsche S	1498 F
107.	Baron M. de Tefee	Brazil	Austin-Healey	2660 D



JACK McAFEE drives Stan Sugarman's Porsche RS Spyder to victory at National SCCA race for under-1500cc modifieds at Palm Springs. He was also victor in Riverside National Nov. 17.

## Ricardo Rodriguez Races at Nassau

(Continued from Page 1)  
one. They are Stirling Moss, of England, the world's No. 2 driver behind Fangio, 1956 winner; Phil Hill, Santa Monica, Calif., 1955 victor, and Masten Gregory, Kansas City, winner of the 1954 inaugural.

They face tremendous competition from a selected field of 104 rivals announced by Capt. Sherman F. (Red) Crise, chairman of the Racing Competitions Committee.

Another big attraction at Nassau will be the appearance of 15-year-old Ricardo Rodriguez, of Mexico City, who will be driving the Porsche RS Spyder with which he won in a superb effort last September at Riverside International Motor Raceway.

His 17-year-old brother, Pedro, Jr., also will drive. He will be tooling a 2-liter Ferrari Testa Rossa which Papa Pedro bought for him and which arrived recently at the island from Genoa, Italy.

Moss, who took time out from the sports car circuit to be married in London last month and who has built a home in Nassau, won the big race last year when he wheeled a 300S Maserati at an average speed of 96.219 mph.

He enjoyed a great 1957 season in Europe behind the wheel of a Vanwall. It has not been announced what mount he will drive in the Bahamas classic.

Gregory, whom Southern Californians saw finish 3rd behind Carroll Shelby and Dan Gurney at Riverside last Nov. 17, will be piloting Temple Buell's 4.7 Maserati. He staved off the hurtling Ferrari of the late Marquis de Portago in '54 and was 2nd behind Moss in '56.

Hill, whom many are tabbing to repeat, will be steering one of George Tilp's big Ferraris.

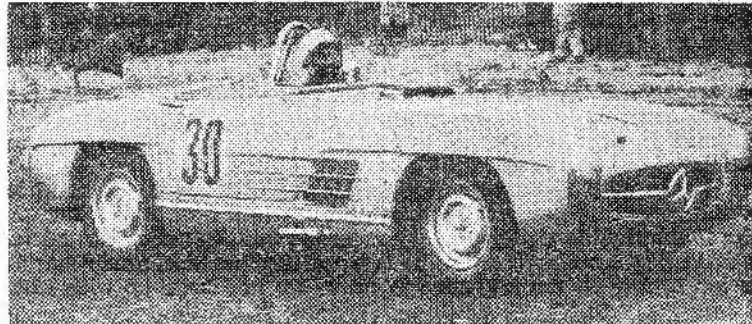
"We have by far our finest race field," Crise has announced. "The Competitions Committee has done an excellent job in screening a record list of applications."

Another potent threat, of course, is Carroll Shelby, of Dallas, America's leading sports car driver and winner in the recent SCCA Nationals at Palm Springs and Riverside. He will drive John Edgar's 4.5 Maserati, with which he won these two races.

## McAfee Motors in Expansion Program

Expansion of both service and parts departments of Jack McAfee Motors in Sherman Oaks is nearly completed, it was announced by Jack McAfee at the modern Volkswagen and Porsche headquarters on Ventura Blvd.

One of the largest stock of parts for both Volkswagen and Porsche automobiles has been stored in new facilities next door to McAfee's salesrooms at 13323 Ventura Blvd., for distribution both retail and wholesale throughout So. Calif.



TOP 1957 National SCCA scorer in U. S. (class D) was Paul O'Shea, Port Chester, N. Y., here behind wheel of his Mercedes-Benz 300SLs roadster. He clinched high-point total with 2nd in class at Laguna Seca.

A number of top Southern California drivers, whose names are listed in the entries elsewhere in this issue, are entered.

Right now, Speed Week has become an increasingly popular topic in Nassau's swank ocean-front hotels and in its Bay Street night spots.

Speed Week contenders and their followers are dominating the scene in the staid old capital of The Bahamas, just an hour from Florida by air. While the days are filled with the excitement of the races at Oakes Field, the nights are a gay round of social activities—cocktail parties, dinners and dances plus the other attractions which have

made The Bahamas an increasingly popular tourist center.

The international races are sponsored by the Bahamas Automobile Club and the Nassau Development Board, and sanctioned by the Royal Automobile Club of England and listed on the International calendar of the Federation Internationale de l'Automobile.

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## Nassau, Bahamas, Speed Week Schedule

Saturday, November 30th—Day-Night Practice.  
Sunday, December 1st—Nassau Tourist Trophy (100 miles).  
Thursday, December 5th—Day-Night Practice.  
Friday, December 6th—Governor's Trophy (2 Races 100 Miles each).  
Saturday, December 7th—Bahamas Trophy (Island Races).  
Sunday, December 8th—Nassau Trophy (250 Miles).  
Monday, December 9th—International Motor Ball.

## Triumph to Produce Sedan, Station Wagon

Standard Motor Co. Ltd., of Coventry, builders of the British TR-3, will enter the small car market in America with a sedan and an estate wagon, according to an announcement by Alan F. Bethell, president of Triumph's American company, Standard-Triumph Motor Company, Inc., New York City.

## U.S. Rubber Enters Foreign Car Field

NEW YORK, Nov. 27—United States Rubber Co. will begin domestic production of tires for foreign cars imported into this country in December, Walter F. Brown, general sales manager, U.S. tires division, announced today.

The tires will be tubeless, ranging from 13 to 16 inches in diameter and will fit the rims of 85 per cent of the car makes being imported.

## Bryan Captures 3rd Race Title

By virtue of his Nov. 11 USAC 100-mile National Championship win at Arizona State fairgrounds, Jimmy Bryan, Phoenix, Ariz., clinched the season's driving title, his third.

Bryan won the 500-mile Monza International event several months ago in the Dean Van Lines Special.

Jim Rathmann, runner-up to Sam Hanks in this year's 500-mile Indy classic, was beaten out for the crown, 1950 to 1970. Third was George Amick, 1400; 4th, Pat O'Connor, 1250; 5th, Jud Larson, 1170.

Only other three-time titlist in American major league speed history were Earl Cooper, Louie Meyer and Ted Horn. Incidentally, Bryan may not have a chance to defend the 500 Miglia de Monza, crown unless he switches to sports cars. It's rumored the event will be open only to sports and fast touring autos to the exclusion of Indy machines. Date is July 29, 1958.

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- WORLD'S GREATEST DANCER
- WORLD'S GREATEST ACTRESS
- HOSTESS WITH THE MOSTESS
- MERRY XMAS 1957



# Riverside Race Charts

SPORTS CAR CLUB OF AMERICA—LOS ANGELES REGION. FIRST NATIONAL RACE. RIVERSIDE INTERNATIONAL RACEWAY. Course—3.275 miles. Compiled by Women's Sports Car Club. Data on non-finishers by PATTI BIEHL.

SATURDAY, NOV. 16

RACE 1—Prod. under 1600 cc. Time: 13m. 28 sec. Avg. 73. Laps—5. Miles: 16.37.									
Pos.	No.	Behind	Name	Car	Class	Position	F	G	
1	113	—	Lew Bracker	Porsche Carrera			1		
2	19	1	D. D. Michelmore	Porsche 1600			2		
3	50	8	Fred Woodward	Alfa Romeo					
4	197	10	Michael Rootner	Alfa Romeo					
5	263	29	Willie West	Alfa Romeo Spy.					
6	22	65	John Dalton	MG-A			3		
7	6	79	Bill Kluck	Porsche 1600			4		
8	39	83	Tracy Bird	Fairthorpe Electron					
9	153	129	Robert Sparks	MG-A			5		
10	13	169	Duane Alan	Porsche Spdstr.			6		

RACE 2—Women's race, plus sedans and Formula II & III. Time: 12 min. 29.6 sec. Laps: 5. Avg. 73.6. Miles: 16.37.

Pos.	No.	Behind	Name	Car	D	E	F	Sed.	III
1	88	—	Ruth Levy	Porsche 550RS			1m		
2	49	18	Mary Davis	Aston Martin					
3	193	41	Betty Shutes	Porsche 350 Spy.			2m		
4	195	43	Linda Scott	AC Bristol					
5	516	101	Jean Geslin	Cooper			1p		
6	501	123	Harry Morrow	Cooper					
7	3	123.5	Per Nystrom	Volvo 444					
8	71	135	Ron Pearson	Volvo 444					
9	521	137	George Boskoff	Matchless					
10	144	139	Reg Wilson	Volvo 444					
11	46	141	Barbara Windhorst	Austin-Healey	1p				
12	171	153	Joan Hirsh	Volvo RD7R			2m		
13	84	1L15	Anna Markey	TR 3			3p		
14	522	1L55	Les Gaylord	Gaylord Special					
15	527	1L58	Clifford Haselton	Dane Triumph					
16	21	1L29	Ingbar Lindqvist	SAAB					
17	94	1L29	Wilmer Eckhardt	Ferrari			4m		

RACE 3—Production over 1600 cc. Time: 12m 33.8s. Avg. 78.2. Laps: 5. Miles: 16.37.

Pos.	No.	Behind	Name	Car	B	C	D	E	
1	8	—	Jerry Austin	Corvette					
2	18	1	Bob Byrd	Corvette					
3	195	6.5	Bill Love	AC Bristol					
4	51	28	Hugh Woods	Corvette					
5	83	35	John Haggerty	AC Bristol					
6	48	36	Gordon Crowder	AC Bristol					
7	200	41	Bob Oker	TR 3					
8	30	46	Cal Bailey	Corvette					
9	1	47	Deno Vichas	Mercedes 300SL					
10	74	58	John Hathorn	Austin-Healey					
11	7	59.5	Robert Fletcher	Mercedes 300SL					
12	82	67	Hap Richardson	Jaguar XK120M					
13	711	69	Bill Dixon	Siata					
14	145	76	Lew Spencer	Morgan Plus 4					
15	46	89	Hugh Pryor	Austin-Healey					
16	252	102	James Coffin	Austin-Healey					
17	41	113	George Sutton	TR-2					
18	97	118	Thomas O'Neill	Austin-Healey					
19	84	122	Dan Levitt	TR-3					

RACE 4—Mod. under 1500cc. Time: 11m. 49.8. Avg: 82.9. Laps: 5. Miles: 16.37.

Pos.	No.	Behind	Name	Car	F	G	H	
1	188	—	Jack McAfee	Porsche Spyder RS				
2	55	25	Sam Weiss	Porsche Spyder RS				
3	129	18	Pat Pigott	1500 Lotus Mk XI				
4	27	36	Skip Conklin	Lotus Mk XI				
5	63	46	Ignacio Lozano	Lotus Mk XI				
6	169	59	John Porter	Porsche Spyder				
7	151	62	Leon Miller	Lotus Mk XI				
8	37	68	Stan Peterson	MG-Simca				
9	136	75	John Biehl	Cooper				
10	20	78	Don Dickey	Porsche Carrera				
11	88	94	Stan Sugarman	Porsche Spyder				
12	116	100	Charles Schroeder	Lotus Mk XI				
13	131	116	Jim Parkinson	Renault Spec.				
14	42	139	John Young	Lotus Mk XI				
15	214	159	Dr. Karl Brigandi	Abarth Spyder				
16	5	17.3	William Molle	Panhard Nichols				
17	75	1L 4	H. C. Burgraff	Panhard				
18	16	1L 49	John Miller	Lotus				
19	45	2L 32	Dr. Paul Winters	Halliday Spec.				

Did not finish—95 John Max Wolf, Porsche Spyder. The trouble "didn't hurt the running none" because he came in 5th overall Sunday.

RACE 5—Mod. over 1500 cc. Time: 11m. 14.5s. Avg: 87.3. Laps: 5. Miles: 16.37.

Pos.	No.	Behind	Name	Car	B	C	D	E	
1	4	—	Masten Gregory	4.7 Maserati					
2	98	4	Carroll Shelby	4.5 Maserati 450S					
3	60	8	Walt Hansen	3.8 D Jaguar					
4	69	13	Dan Gurney	4.9 Ferrari					
5	211	23	Richie Ginther	4.9 Ferrari					
6	11	29	John von Neumann	2.5 Ferrari Tes. Rossa					
7	70	34	Max Balchowsky	Buick Spec.					
8	125	35	Pete Lovely	2.0 Ferrari Tes. Rossa					
9	30	36	Paul O'Shea	M-B 300SL Rdst					
10	49	38	Bob Drake	Aston Martin DB3S					
11	58	39	Jack McAfee	3.5 Ferrari					
12	196	40	Bill Love	Aston Martin DB3S					
13	99	69	Bill Loudon	Ferrari Mondial					
14	23	103	John Timanus	Lotus MK VIII					
15	124	124	Jim Firestone	Frazer Nash					
16	176	132	Terry Hall	Talbot GS					
17	94	1L18	James B. Smith	Ferrari 199					

Did not finish—59 Bob Oker, Aston Martin DB3S, hub broke!; 101 Bill McDonald, Austin-Healey, fuel pump failure.

SUNDAY, NOV. 17

RACE 6—Prod. under 1600 cc. Time: 30 m. 24.2 sec. Avg. 74.7. Laps—15. Miles: 49.13.

Pos.	No.	Behind	Name	Car	F	G	
1	113	—	Lew Bracker	Porsche Carrera			
2	19	13	D. D. Michelmore	Porsche 1600			
3	50	38.25	Fred Woodward	Alfa Romeo			
4	263	117	Willie West	Alfa Romeo			
5	39	126	Tracy Bird	Fairthorpe Electron			
6	22	158	John Dalton	MG-A			
7	13	1L38	Duane Alan	Porsche Spdster			
8	6	2L11	Bill Kluck	Porsche 1600			
9	153	2L25	Robert Sparks	MG-A			

Did not finish—197 Ed Hugus, Alfa Romeo, ?; 170 Ed Vincent, Porsche Carrera, broke a valve finger on the first lap.

RACE 7—Prod. over 1600 cc. Time: 38 m., 46.8 sec. Avg.: 76.8. Laps: 15. Miles: 49.13.

Pos.	No.	Behind	Name	Car	B	C	D	E	
1	8	—	Jerry Austin	Corvette					
2	90	1	Cal Bailey	Corvette					
3	195	7	Bill Love	AC Bristol					
4	51	15	Hugh Woods	Corvette					
5	7	63	Robert Fletcher	Mercedes 300SL					
6	145	130	Lew Spencer	Morgan Plus 4					
7	62	139	Hap Richardson	Jaguar XK-120M					
8	46	1L28	Hugh Pryor	Austin-Healey					
9	711	1L46	Bill Dixon	Siata					
10	252	1L56	James Coffin	Austin-Healey					
11	97	1L102	Thomas O'Neill	Austin-Healey					
12	84	1L104	Dan Levitt	TR-3					
13	74	4L138	John Hathorn	Austin-Healey					

Did not finish—Deno Vichas, Mercedes 300SL, crashed on turn 2, totaled car, minor injuries to the operator; 41 George Sutton, TR 2, a rod went out about the sixth lap; 48 Gordon Crowder, AC Bristol, also had rod trouble; 83 John Haggerty, AC Bristol, thrashed the engine; 200 Bob Drake, TR 3, "scrambled the engine".

RACE 8—A—Women's race. Time: 24 m., 50 sec. Avg.: 79.15. Laps: 10. Miles: 32.75.

Pos.	No.	Behind	Name	Car	D	E	F	
1	188	—	Ruth Levy	Porsche Spyder			1m	
2	49	53	Mary Davis	Aston Martin				
3	195	88	Linda Scott	AC Bristol			1p	
4	193	167	Betty Shutes	Porsche Spyder				
5	84	1L38	Anne Markey	TR-3			2p	
6	171	1L29	Joan Hirsh	Volvo RD7R			3m	

Did not finish—46 Barbara Windhorst, Austin-Healey, ?; 94 Wilma Eckhardt, Ferrari coupe, losing oil pressure.

(Continued on Cols. 4-5)

## Gurney Hailed for 2d at Riverside

(Continued from Page 1)

Hansgen, Westfield, N.J., gunning one of Briggs Cunningham's white 3.8 D-Jaguars, but not the fuel-injection model with which he scored many wins throughout Eastern courses this season. He was 14 seconds back of Gregory, Richie Ginther, Hollywood, winner here of the CSCC feature last month, had to settle for fifth in Edgar's 4.9 Ferrari, 40 seconds astern of Hansgen and 62 away from Shelby.

You could sense keen combat from the very outset as Starter Al Torres green-flagged the 20-car field away. Gregory, Hansgen, Shelby and Gurney went screaming into Turn 1 inches apart in that order.

The air was surcharged with electricity as the scramble for early positions commenced. The earlier named foursome formed the vanguard on the first go-round, followed closely by Ginther, Max Balchowsky in his backyard Buick bug; Johnny von Neumann, 2.5 Ferrari Testa Rossa; Pete Lovely, Seattle, Wash., ace going for his second straight SCCA National victory in a row with the 2-liter Ferrari Testa Rossa in which he triumphed at Pebble Beach the previous week; Bob Drake, Aston-Martin DB3S; Paul O'Shea, Mercedes 300SLs roadster; Bob Oker, Aston-Martin DB3S; and Jack McAfee, 3.5 Ferrari.

Hansgen scooted by Gregory on Turn 8, at the end of the 1.1-mile back straightaway, as the field chalked off the second lap, Shelby pressing Gregory's blue Maser, tightly followed by Gurney, Ginther and von Neumann.

Shelby evidently made note of the passing spot, for when Gregory eased his mount in which he crashed at Caracas Nov. 3 and drove today as if the memory haunted him slightly, around this turn on the next circuit Gregory gave up another position.

On the fourth lap Shelby decided Hansgen's time had come and used this turn once more for a pass to assume the lead. Behind the New Jersey Jag dealer, whose impressive win streak included Montgomery, N. Y.; Marlboro, Md.; Elkhart Lake, Wis.; Lime Rock, Conn.; and Virginia International, were Gregory, Gurney, Ginther, von Neumann, Lovely and Balchowsky.

### LEAVES THE COURSE

Negotiating Turn 7 in the red Maser, Shelby appeared destined for another Riverside disappointment on the fifth lap when he left the course briefly. He later explained that he hit the throttle instead of the brakes. This returned the lead to Hansgen by 6 seconds ahead of Gregory, with Gurney, Ginther and von Neumann now ahead of Shelby, who dropped into sixth.

This set the stage for Shelby's stunning comeback drive—one we think was unequalled in American sports car racing annals considering the caliber of competition involved.

Now running sixth and faced with a 22-second deficit, he began using every trick at his command. Twice this course had done him dirt—once quite painfully when he lost this No. 98 on Turn 6 Sept. 21 and 72 stitches (Continued on Page 8, Cols. 3-4)

## Riverside Pit Chatter:

## Patti's Clipboard

By PATTI BIEHL

Sunday practice saw its fair share of retirements. Bill Kluck of San Diego withdrew his Porsche 1600 after serious oil overheating problems. A broken valve was the reason Stan Peterson didn't race his MG Special later in the day. Perennial Lotus-chaser John Biehl retired the 1100 Cooper with a clutch that had started slipping Saturday. Miraculous about the Mercedes! Looked as if it were a pretty tight fit. I wonder if Vichas will install a roll bar inside the next one. Speaking of roll bars, there were many missing. Or hasn't the rule drifted this far West yet?

Hedda Porter, more commonly known as Genial John, pulled out of that inexhaustible "Bog of Treecks" a fashion show of hats—complete Sou'wester, Norwegian ski scarf, Swiss beanie, capped (no-ho) by a red-feathered, peacock-plumed Mandarin whazzit. Jim Parkinson looked fine

sailing the Renault around turn nine. The Joe Lubin equipe had a rather rough weekend. The FII had fuel pump trouble, one of the Astons dropped out and the only car that really went was the FII driven by Jean Geslin.

Who was busier the entire weekend than John Crosswaithe, former Team Lotus (and I mean the original Team Lotus) mechanic? John took care of three Lotuses and spent all Saturday night working on "Nacho" Lozano's car. And where has Dan Gurney been hiding? He looked as good as anyone and his second overall in the main with a car at least two years old was little short of tremendous. The rebuilding of turn six is fine and was certainly appreciated by all the drivers. Buddy Hull's remark re Shelby, Gurney, Gregory and Hansgen: "Too bad they aren't professional—they would drive so much harder."

## Riverside Race Charts

(Continued from Cols. 1-2)

RACE 8—B—Sedans. Time: 24 m., 27 sec. Avg. 79.35. Laps: 10. Miles: 32.75.

Pos.	No.	Behind	Name	Car
1	8	—	Per Nystrom	Volvo 444
2	71	9	Ron Pearson	Volvo 444
3	144	46	Reg Wilson	Volvo 444
4	21	137	Ingbar Lindqvist	SAAB

RACE 8-C—Formula III. Time: 23 m., 42 sec. Avg.: 81.6. Laps: 10. Miles: 32.75.

Pos.	No.	Behind	Name	Car	III
1	516	—	Jean Geslin	Cooper	1
2	501	8	Harry Morrow	Cooper	2
3	521	111	George Boskoff	Matchless	3
4	527	1L54	Clifford Haselton	Dane Triumph	4
5	522	2L108	Les Gaylord	Gaylord Special	5
6	520	3L182	Alden Le Grand	Cooper	6

RACE 9—Mod. under 1500 cc. Time: 58 min., 37.8 sec. Avg.: 84. Laps: 25. Miles: 81.88.

Miles: 81.88.							
Pos.	Car No.	Secs. Behind	Name	Car	F	G	H
1	88	—	Jack McAfee	Porsche RS Spyder	1		
2	129	142	Pat Pigott	1500 Lotus MKXI	2		
3	27	11.56	Skip Conklin	Lotus MKXI		1	
4	169	11.58	John Porter	Porsche Spyder		3	
5	95	11.59	John Wolf	Porsche Spyder		4	
6	20	21.15	Don Dickey	Porsche Carrera		5	
7	113	21.38	Lew Bracker	Porsche Carrera	6p		
8	116	21.93	Charles Schroeder	Lotus MKXI		2	
9	19	31.3	D. D. Michelmore	Porsche 1600	7p		
10	42	31.108	John Young	Lotus MKXI		3	
11	16	31.109	John Miller	Lotus		4	
12	131	31.148	Jim Parkinson	Renault Spec.			1
13	214	41.30	Dr. Karl Brigandi	Abarth Spyder	5		
14	75	41.91	H. C. Burggraf	Panhard			2
15	5	71.39	William Molle	Panhard Nichols			





## European Scene

By W. Robert Nitske

### ROUT AT CARACAS WINS 1957 TITLE FOR FERRARI

ALTHOUGH THE championship for sports cars did not generate the high pitch of excitement which the Formula I Grand Prix races did this season, it was an unusually close contest between the two leading contenders.

Only the closing Venezuelan Grand Prix at Caracas decided the victor of the Coupe des Constructeurs. The winner is the manufacturer of sports cars; there is, of course, no individual driver who wins the championship as such.

The championship events were the 1,000 kilometers of Argentina on January 20; the 12-hour Endurance race at Sebring on March 23-24; the Mille Miglia on May 12; the 1,000 kilometers at the Nurburgring on May 26; the 24-hours at Le Mans on June 22-23; the 1,000 kilometers Swedish Grand Prix on August 11; and the cancelled Irish Tourist Trophy on September 14, replaced by the sanctioned 1,000-kilometer race at Caracas on November 3.

The promising 4.5 liter Maserati of Fangio and Moss lasted only half through the six-hour Buenos Aires race and a 3.5 Ferrari of Perdita-Gregory-Castellotti-Musso won the first championship event of the season.

#### MASERATI WINS

At the Sebring event, the Maserati was unbeatable; and Fangio with Behra, this time, won ahead of the 3-liter Maserati driven by Moss and Schell.

The Mille Miglia, usually full of surprises, was a decisive Ferrari triumph, with foxy Taruffi ahead of von Trips and Gendebien.

At the 1,000-kilometer-Rennen on the Nurburgring the Aston Martin win surprised everyone, especially David Brown and John Wyer. Ferraris placed second and third.

Ferrari now had 25 points against 19 for Maserati, and 8 points for Aston Martin, toward the championship cup.

The stunning Scots team Jaguar victory at Le Mans only proved that these cars have their own special course on which they appear unbeatable by others.

The next to the last event, the Swedish Grand Prix, held on the Rabelovsbana circuit near Kristianstad, saw the 4.5 Maserati, driven by Behra, beat the 4.1 Ferrari of Phil Hill, and thus keep the marque very much in contention. Brakes were apparently again the main feature in this race, and the Behra machine was equipped with the mammoth Le Mans type. A Ferrari victory would have decided the championship in their favor, but now Maserati was only 3 points behind the prancing Ferrari horse.

#### FERRARI TAKES OVER

The Caracas event was overwhelmingly a Ferrari affair. Moss's car was involved in an

### San Francisco Show Hosts Huge Concours

SAN FRANCISCO, Nov. 27—The largest Concours d'Elegance ever staged in America will be held at the San Francisco Cow Palace in conjunction with the big San Francisco International Auto Show. The show itself runs Nov. 29-Dec. 8, and the concours will be staged Nov. 30.

The concours will be held under the auspices of the San Francisco Region of the Sports Car Club of America with close to 300 entries anticipated in 9 different classes. Judges for the sports car classes will be John Bond, publisher of Road & Track; Gus Vignolle, editor of Motoracing, and Josh Hogue, sports car editor of the San Francisco Chronicle.

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accident and the best Maserati could do was place fifth. Collins and Hill, driving a 4.1-liter Ferrari, won the race in 6 hours, 31.55 minutes, ahead of their stablemates Hawthorn and Musso. The team of von Trips and Seidel and that of Trintignant and Gendebien took third and fourth, respectively.

All this was naturally more than ample to secure the 1957 sports car championship for Ferrari.

During the season the Ferrari team was best by a series of unfortunate accidents: in Castellotti and de Portago if lost two of its best sports car drivers; von Trips was out of some races because of a broken back, and Collins never reached his superb form of the previous year.

## ARIZ. RACES DEC. 7-8

PHOENIX, Nov. 27—First Valley of the Sun sports car program of 8 races will be held Dec. 7-8 over a 2.5-mile course at near-by Beardsley, staged by SCCA's Arizona Region.

Tech inspections are billed Dec. 5-6 at Morgensen Motors for Maricopa County entrants, 6-8 p.m. Registration and tech for all out-of-town entries are at the course itself Dec. 7, 9 a.m. Practice: 11 a.m.-4 p.m., and cocktail party from 6:30 p.m.-8 at the Arizona Manor Hotel, race headquarters, on Dec. 7.

Dec. 8 racing schedule:

1. Novice race, sports and production, all classes, 5 laps; 2. Prod. H. G. & F., plus sports under 1000cc, 7 laps; 3. Prod. E, D, C, & B, 7 laps; 4. Sports 1000 to 1500cc, 7 laps; 5. Sports over 1500cc 10 laps; 6. Women's race, prod. & sports plus Form. III, 5 laps; 7. Prod. all classes, 10 laps; 8. Sports category, all classes, 100 miles (40 laps).

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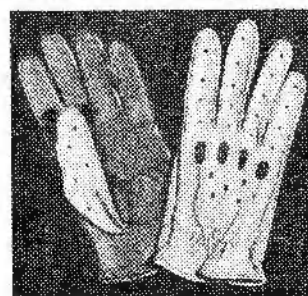
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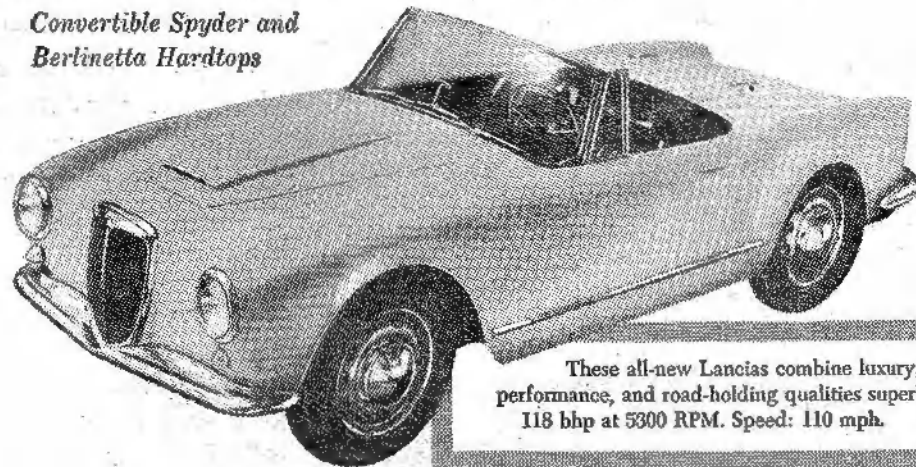


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## The Rallye Scene

By Gail Ann Holden  
1956 SCCA CHAMPION NAVIGATOR  
IN WHICH IRENE HAD  
TROUBLE CATCHING ON

WHEN IRENE moved in with me last week, I thought it was only fair to warn her that I am an avid rallye enthusiast. Before I could explain, however, that the type of rallye in which I participated is a form of sports car competition, she assumed that I was involved in politics.

She immediately launched into a long-winded recitation of her political attitudes. Then she barraged me with questions about my opinion of this policy and that. Under the newly-acquainted circumstances, I decided it would be best to agree with the thoughts she had so firmly expressed. We became immediate friends.

Eventually the conversation returned to topics of a lighter nature. I hastily seized the opportunity to explain to Irene that we rallye in sports cars.

### DIDN'T GET IT!

With this revelation her face suddenly brightened. I was just congratulating myself for finally getting the point across to her, when she began to give a detailed account of the political parades in the East.

For the next half hour Irene gave vivid descriptions of banners and flares and excited people. I listened while she painted colorful scenes of one campaign rally after another.

Not being the type to easily admit defeat, I decided to try a new approach. I showed

Irene my trophies. While she was silently (at last) examining the hardware, I attempted to explain sports car rallying.

Soon it became apparent to my new roommate that I was engaging in some form of automobile competition. There was just one problem; she thought I was a race driver.

In order to clear up this understandable misconception, I quickly enlightened Irene to the fact that rallyes are driven on public streets and roads. She was horrified. A lecture followed, in which I was soundly scolded for racing on the highways.

When her engine ran out of petrol, Irene gave me the floor. Very calmly I began to outline the game of rallying. I showed her my watch and computer and clipboard. Finally she understood.

Next week Irene is going to win a trophy. She told me so. She knows all about it now. Would anyone like a genuine novice navigator?

### Death Claims Driver

David Eckbert, of Palos Verdes, who was critically injured during practice at Willow Springs last Oct. 26 for the next day's RRR pro road races, died last week. His Alfa Romeo Giulietta flipped at the top of turn 5. He leaves his widow and two small children.

## KFMB-TV TELEVISES RACES



Television history was made at the recent San Diego SCCA road races when the event was televised by KFMB-TV (Channel 8). It marked the first live telecast of road races west of the Mississippi.

Four cameras at strategic spots at Hourglass Field brought viewers 1½ hours of solid action, including the over-1500cc main event for modifieds.

Describing the action was CBS channel's



MOTORACING Photos

sports director, Lute Mason, shown with the mike at the starting grid in left panel as Jim Hall, center, and Carroll Shelby stand by before being interviewed. Right panel shows Mason in front of monitor. Assisting him at the mike is Gus V. Vignolle of MOTORACING. Also aiding in spotting the cars at the various turns was Carmela Martin. The show drew raves from thousands of viewers.

## Von Neumann and Ginther in Tie

Points earned at the National SCCA Riverside races enabled John von Neumann and Richie Ginther to work themselves into a tie at 92 points each for first place in the Pacific Coast Racing Standings for the over-1500cc modified category.

Leaders in the other three classes remained the same.

Standings now include 21 races for 1957—3 at Pomona, 2 at Paramount, Santa Barbara, Palm Springs, San Diego and Riverside, and 1 at Stockton, Hawaii, Salt Lake, Santa Rosa, Cotati, Arcata, Sacramento and Laguna Seca (Pebble Beach).

Points are awarded for both days of racing for 1st 6 places on 6-5-4-3-2-1 basis.

(Compiled by Eric Hauser)

### OVER-1500cc MODIFIED

1. John von Neumann, Ferrari.....	92
1. Richie Ginther, Ferrari.....	92
2. Carroll Shelby, Maserati.....	57
3. Chuck Daigh, Trout-Barnes.....	51
4. Bob Drake, Aston-Martin.....	36
5. Pearce Woods, D-Jaguar.....	35
6. Eric Hauser, Balchowsky Spl.....	34
7. Bob Oker, Aston-Martin.....	29
8. Jerry Austin, D-Jaguar.....	21
9. Bill Murphy, Buick-Kurtis.....	21
9. Phil Hill, Ferrari.....	20
10. Gordon Glyer, Austin-Healey.....	19
UNDER-1500cc MODIFIED*	
1. Sam Weiss, Porsche.....	117

2. Ken Miles, Porsche.....	106
3. Jack McAfee, Porsche.....	76
4. Bob Drake, Cooper.....	59
5. Frank Monise, Lotus.....	50
6. Jean Kuntze, Porsche.....	49
7. Ignacio Lozano, Lotus.....	38
8. Eldon Beagle, Porsche.....	30
9. Pat Pigott, Lotus.....	29
10. Joe Playan, Porsche.....	26

### OVER-1500cc PRODUCTION

1. Bill Love, AC Bristol.....	92
2. Gordon Crowder, AC Bristol.....	67
2. Jerry Austin, Corvette.....	67
3. Jack Bates, Corvette.....	65
4. Bob Oker, AC Bristol.....	57
5. George Spears, Porsche.....	44
6. Jim Parkinson, Austin-Healey.....	39
7. Ron Ellico, 300SL.....	34
8. Lek von Kaesborg, 300SL.....	33
9. Bill Dixon, Siata.....	30
10. Larry Clark, Corvette.....	29

### UNDER-1500cc PRODUCTION

1. Lew Bracker, Porsche.....	7
2. E. Forbes-Robinson, Porsche.....	4
3. Jim Moore, Porsche.....	3
3. Willie West, Alfa.....	3
4. Gary Nelson, Porsche.....	2
5. Ed Barker, Porsche.....	2
6. John Lumkin, MG-A.....	1
7. Ed Vincent, Porsche.....	1
8. Bob Brigham, MG-A.....	1
8. Skip Hudson, Porsche.....	1
9. Fred Woodward, Alfa.....	1
10. Ted Conrad, Porsche.....	1
10. D. D. Michelmore, Porsche.....	1

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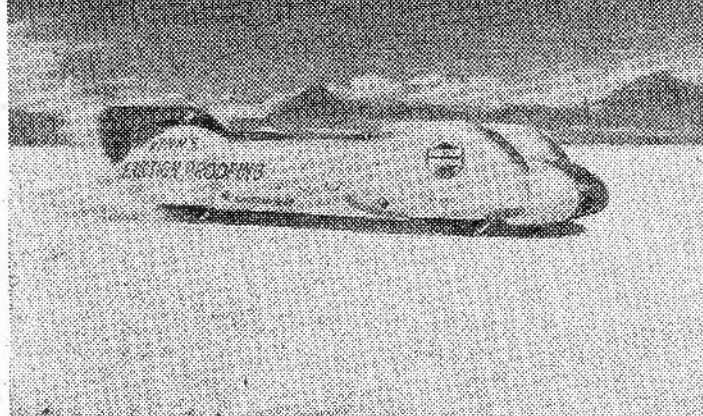
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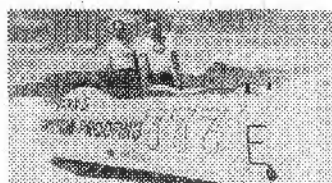
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Here are Wynn's Friction Proofing distributors Bill Kenz and Roy Leslie with their Streamliner, just before the record-making run. Two engines drive the front wheels, and the third, engine, separately mounted, drives the rear wheels. Each engine has a displacement of 104 cubic in. for a total displacement of 312".

Wynn's Friction Proofing products are also available in Canada and everywhere in the free world.

\*Friction Proofing is Wynn's Trade Mark for its exclusive metal conditioner which reduces friction between moving metals by chemically smelting and sealing the surfaces. Manufactured by Wynn Oil Company, 1131 West Fifth Street, Azusa, California, U.S.A.



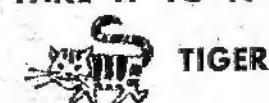
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## Slightly Modified

BY W. R. C. SHEDENHELM

ON THE BASIS of our hangovers, we feel that the last Riverside was the most enjoyable race weekend that we have spent this year. The races themselves were jazzers and the bar venue at that Early California Disneyland, the Mission Inn, was quite jolly. We wore out a new set of Dunlop rubber heels racing between the main bar, the California Room, the Lea Lea Room and the Oui Oui Room.

There was one thing, though, that didn't come off quite as planned. The idea was to have the Press up to Race Coordinator George Cary's suite for a series of chalk talks by Shelby, Gregory and Hansgen. Just the Press and a few SCCA wheels, you understand. Well, by the time they got there, and their friends got there, and the free-loaders got there, the place had a marked resemblance to a Marx Brothers' movie.

Although we have not seen the official results, we understand that a new course record was set for going through Mr. Cary's liquor supply.

### SOUND IDEA

We were talking to a nice chap in the pits who had a Press Pass and turned out to be the sports reporter for "The Soybean Digest," published in Hudson, Iowa. We were talking about the strongly held position of the soybean in today's racing word, when Shelby started the big Maserati.

"Isn't that a really beautiful sound?" we shouted.

"What's that?" he shouted back. "I can't hear a word you're saying with that damned car making all that damned noise!"

### MONEY, ANYONE?

We were sitting at the bar in the G.P. the other night, nursing a magnum of vintage Hamm's, when we got to talking to this real nutty guy. We won't be a fat old name-dropper and tell you who he was, but he drives a very expensive machine in all the local races.

"It costs me between three and five hundred everytime I run the car," he said, "and I love spending every cent of it. After all, it's only money."

"Well, how about taking the car to Europe and running it under U.S. racing colors?" we asked.

"What's to go to Europe for? Just a bunch of foreigners over there. Besides, we've got courses here that beat anything over there."

"But, what about all the money they would pay you for racing there?" we countered. "Doesn't that tempt you?"

"Eh, who wants money?" he shrugged. "I've got more of the stuff now than is good for me."

### A GOOD SIGN?

Talking about those little signs on the back windows of cars, have you seen the one that we have on our Bentley Continental (coachwork by Mulliner) that we drive to all the races? It says simply: "Made in England, by Gentlemen."

### THE BAR CIRCUIT

As everyone but the most unmitigated yahoo knows, Saturday night is request movie night at Bob Drake's Grand Prix. Not early Joan Crawford films, nor "Farmer Brown," of course.

The one that we frequently

request is the color film of the 1956 Helsinki G.P. race, where Phil, the Drifting Bartender, took a first over Foss and Mangio.

Phil's full-race Isetta, due to the nationality of the owner, was painted Nepalese Racing Brown.

As the Isetta was quite light, tire wear was negligible. Unfortunately, the course was hard on cars, so although Phil ran the entire race on one set of tires, he had to change cars three times.

Before the race, Mangio remarked to your reporter, "No one beats Phil on the Helsinki circuit. He knows this course like the back of his head."

### PROFESSIONALISM

We were talking to a nice chap up at Shelby's Corner, at Riverside, who had to drive a 1942 Ford panel truck that weekend as his Lancia was in the shop. The conversation finally got around to the creeping professionalism in amateur racing, and to the dealers and rich guys who enter cars that they themselves don't drive.

"I think it's a helluva good idea," this chap said. "Gee, most of those rich guys would be pretty lousy drivers. If racing gets to be purely amateur, with only owner-drivers, we won't get a chance to see all these swell cars and the top drivers. All we'll have is a bunch of slobos in MGs and TR3s. You can see that every morning on the Freeway."

### FIG JUICE

When we stopped in Riverside Saturday morning to buy our weekend supply of potables, we happened to see a can of fig juice on the shelves that was just the size of a beer can. Ah-ha, we thought, here's exactly what we need for making a funny. We cut the label off the fig juice can and cunningly tied it around the beer cans. Thus equipped, we wandered unmolested through the pits sipping our vitamins. The mistake that we made, though, was not throwing away the can of fig juice. We reached blindly into the ice chest, got the wrong can, and had 200 cubic centimeters of fig juice down before we had time to hit the binders.

Good grief! We thought we'd been poisoned!

### Big Rallye Runs to Imported Car Show

Plans for a giant rallye Jan. 12 to the Imported Motor Car Show have been announced by Co-Chairmen Lloyd Bacon, Douglas Sports Car Club, and Norm Stratton, Lockheed Sports Car Club.

The show runs Jan. 9-19 at Shrine Exposition Hall. The Toyopet and the Datsun, Japanese cars, will be premiered in America at this time.

OMEN—A sign that something will happen if nothing happens. —Harry Oliver.

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## Riverside Races

(Continued from Page 5)

plus plastic surgery were required to restore his handsome face, and today's spin.

Thousands of fans between Turns 2 and 7 gaped in disbelief at the manner in which he bulled his red charger through the esses and tight corners, his object being to pick up those precious seconds on Hansgen. The latter was cutting laps at 2:14 to 2:16—so Carroll began turning 'em at fantastic 2:10.8s and 2:11s. One circuit was cut at an average of 88.6mph, breaking his own former mark of 88.

On the seventh lap Carroll slashed by von Neumann, doing quite well in his 2.5 Testa Rossa, for fifth spot. Leaders for the 7th through 10th laps were —Hansgen, Gregory, Gurney, Ginther, Shelby and von Neumann.

Lap 11 saw Carroll next overhaul Ginther for fourth, remaining there until the 14th circuit and still cutting those tremendous laps around 2:11.

Gurney made his big bid on the 15th, slipping by Hansgen on Turn 8, and on the same lap Shelby picked off Gregory. Excitement mounted as the fans realized his attack was in full force and he was gunning to regain that lead.

### SHELBY TAKES LEAD

He took dead aim on Gurney, slowly and surely closed the gap and when the two drifted their mounts around Turn 8 it was Carroll who shot in front through the short chute to become the leader on the 17th lap!

He was given a tremendous ovation by everyone in the pits and around the entire course. Possibly the happiest chap was Joe Landaker, Edgar's reliable chief mechanic, who only this morning had completed the task of taking out the gears used at Palm Springs and installing new cogs for today's grind. They were not changed for yesterday's prelims.

However, the suspense was by no means over, despite the fact that not a position changed again among the first 8 cars until the 24th lap. They were: Shelby, Gurney, Gregory, Hansgen, Ginther, von Neumann, McAfee and Lovely. The latter passed McAfee on the next-to-last lap.

Wind had blown much sand onto the course, and darkness cast odd shadows so that anything could happen if a driver miscalculated. Hardly a soul left the vast speed plant until Torres finally gave Shelby the checkered flag after 25 tortuous trips, with Gurney just 5 seconds back and Gregory another 2 seconds in arrears. Shelby now heads for Nassau with the Maser.

As for Gurney, MOTORACING readers got an insight into his capabilities in the Oct. 4-11 issue when E. (Robbie) Forbes-Robinson remarked, "Bouquets this week go to Dan Gurney for the excellent performance he put up, driving Cal Bailey's Corvette."

The chart of the Los Angeles Cup race, featured CSCC event, shows that Gurney placed 6th overall and first in C production with the Corvette. Ahead of him? Ginther, 4.9 Ferrari; Bill Murphy, Buick-Kurtis; Bill Pollack, Moserati; Jean Kunsle, Porsche; and Jack Bates, Ferrari. Behind him were the likes of Joe Puyan, Porsche RS; Drake, in the same 4.9 Ferrari Gurney was in today!

Bill Love and Gordon Crowder in AC Bristol; and other races.

Same day Gurney won the over 2000cc production event, whipping Bates and John Columbo in 300SLs, plus Jerry Austin, always a toughie in another Corvette.

### McAfee Victor

This doubtless influenced Arclero's decision to give Gurney a chance, along with recommendations from Skip Hudson, noted Porsche pusher and hometown buddy of Dan's.

Today's under 1500cc modified dicer was a corker, too, McAfee and Sacramento's Sammy Weiss hotting it up for 12 laps in 1-2 order in their Porsche RS jobs. On the unlucky 13th circuit Weiss spun on Turn 6, being passed by Pat Pigott, fast-rising Bellingham, Wash., Lotus pilot. Weiss regained second on the next lap but on the 16th lap he took Turn 5 too hard, hit some loose dirt and crunched his silver RS into the bank. He escaped unhurt.

McAfee's winning average in the 25-lapper was 84mph. He was trailed by Pigott, Skip Conklin, Lotus, Mk. XI; Johnny Porter, Porsche Spyder; and John Max Wolf, Porsche Spyder.

Rambunctious Ruth Levy, back on the local scene after competing well in Caracas, simply took up where she'd left off and defeated Mary Davis, her No. 1 challenger, in the 10-lap women's race. Ruth wheeled her usual Porsche and Mary the Aston-Martin. Behind them were Linda Scott, AC Bristol; Betty Shutes, Porsche Spyder; Anne Morkey, TR3; and Joan Hirsch, Volvo. Ruth's average was 79.15mph.

Per Nystrom, Volvo, took the

(Continued on Page 10, Col. 3)

## CALENDAR

### DECEMBER

- Nov. 30-Dec. 1—1st Mexico Rallye Nacional to Acapulco, Mexico.
- Nov. 30-Dec. 1—Sports Cars Unlimited, "Stylian Rallye," San Francisco, Calif., 10 a.m.
- 1—Tri-Counties SCC 6-hour rallye, Oxnard, Calif., 10 a.m.
- 1—Santa Monica FCCA "La Ultima Rallye," 6-hour European Navigational type rallye, Sears Parking Lot, Santa Monica, 8 a.m.
- 1—Arrowhead FCC, Master's Rallye, Orange Bowl, Foothill Blvd., Rialto, 1 p.m.
- 1—USAC National 250-mile stock car race, "Sam Hanks Day," Riverside Raceway.
- 1—Northern California Region Porsche Owners Club, 1st Annual Choo Choo Rallye.
- 1—La Jolla Sports Car Club, Relay Rallye, Lawton's Drive In, La Mesa, 9 a.m.
- 1—Singer Owners' Club, Giant Slalom, Freeman & Centinela, Inglewood.
- 1-9—Bahamas Speed Week, Nassau.
- 7-8—CSCC road races, Paramount Ranch.
- 7-8—SCCA, Arizona Region, road races, Phoenix.
- 8—Long Beach Douglas SCC, Last Chance Rallye, Clock Drive-In, Traffic Circle in Long Beach, 9 a.m.
- 14—Road Racing Register, pro road races, Orange County Fairgrounds, Costa Mesa, 12 noon.
- 15—Lockheed SCC and Porsche Owners Club, Sleigh Ride Rallye IV, Hansen Dam parking area, Foothill and Osborne, 8:30 a.m.
- 15—Jaguar Owners' Club party at Boys' Club, 2530 Cincinnati Street, L. A., for underprivileged boys, 2-5 p.m.

Be there, Ingrid, when the oats are green.

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## Dear Gus

By Tom Wilson

### ELECTION OF McCARTNEY PROVED POPULAR CHOICE

DEAR GUS:

For the first time in the history of the S. F. Region of SCCA, a non-racing member has been elected Regional Executive. In the past it has been the custom to give the drudgery jobs to the working members, but the big job was always considered the sole property of the race drivers. Clark McCartney came up through the chairs of the lodge and has had every job but sweeping out the hall after the meetings. For once, the members agreed that the guy had earned the job and he was elected by a big majority.

The other members of the Executive Committee were all from the coalition group which put out a brochure promising everything that could be dear to a race driver's heart, including tea at the 9th turn. Now the boys had better go to work and produce. Their first meeting broke up at 1 a.m. and indicates that they are giving it a good try, even if their wives divorce the whole gang.

Gus, give it a look; there are some familiar faces in the crowd. Regional Executive, Clark McCartney; Activities Chairman, Tom Wilson; Secretary, Dick Newhall; Treasurer, Rod Aya; Membership Chairman, James R. Lowe; Directors, Chick Leson and John Luce. Kjell Qvale has been appointed Asst. R.E. and the Asst. Activities Chairmen are Andy Anderson, Concours; Gene Hammond, Rallye Master; John Miller, Race Secretary and Frank Rhode, First Assistant Activities Chairman.

Things are already booming, with contracts drawn for the first two 1958 races, Stockton and Laguna Seca. Both races will be regional events, with the novice drivers getting their feet wet for the first time at Laguna Seca. The S. F. Local is also sponsoring the biggest Concours d'Elegance on the West Coast, or anybody's Coast, in connection with the Annual Auto Show at the Cow Palace in S.F. Chairman Andy Anderson has lined up the biggest and most varied entry list ever seen in these parts. The club is also setting up a booth extolling the virtues of the sports care movement a la SCCA.

Rallye Master Gene Hammond has received an SCCA National sanction for the First Annual Golden West Rallye, a two-day time-and-distance rallye that will start in the Sacramento area. The date, May 17-18, will follow the above races and the rallye will be the major activity for that month. Hammond has the organization of this event well under way and has appointed Jack Bunce as vice-chairman and Elton Andrews as chief of timing and check-point procedure.

★

#### IN THE GROOVE

The mystery of many drivers' difficulties at Laguna Seca has been solved. Being "in the groove" was a decided hazard at the new Pebble Beach Course. The pavement was laid in three 10-foot sections and at certain points the joining of these sections was not exactly smooth. To be caught in these small ridges gave the car the feeling of being on a track. A car that was near the break-away point would often find one set of wheels following a groove and often led to a spin-out. This was especially apparent from turns 6 to 8. Near turn 3 there was a small dip

with reverse camber that led to some trouble. To drift a car on these turns often led to trouble and slowed down some of the drivers, such as Carroll Shelby, who was having trouble but blamed it onto a new set of tires.

★

#### GROWING PAINS

As usual, with a new course, Laguna Seca suffered from growing pains. All of the time and money available was expended on building a new course and nothing was left to perfect the spectator facilities. Neither the gates nor the roads leading into the track were adequate and a great many cars were shut out of the course. The traffic jam following the race was a paranoic's dream and they are still beating the brush for lost cars. It rivalled some of those beautiful traffic jams at Palm Springs and the old Pebble Beach Course. It is always a mystery why this traffic problem is not placed in the hands of a traffic expert and figured out before the race. It would be worth the money in good will and public relations. In this particular case, the Highway Patrol will probably see that it is better planned or else. It may take a long time to lure some of the cash customers back but it can be done with good planning.

#### OPERATION POP-SKULL (Con.)

The spectacular flips of Steve Froines, at Laguna Seca, did much to convert a few more of the unbelievers that the Snell Foundation helmet deal is not entirely a ball of wax. Dr. George Snively retained the Bell 500 TX helmet and after thorough investigation reported as follows. Quote: "There was 40 to 45% compression of the Polystyrene liner over the right frontal area and the outer shell was split 3.5 CMs. The amount of impact energy necessary to produce this degree of damage to the helmet can be estimated within reasonable accurate limits and is beyond question more than enough to have been quite lethal, had one of the older type helmets been subjected to it." Unquote.

Dr. Snively kept the helmet to gather more data and Bell has informed him that they will replace all helmets submitted to the Snell Foundation and found to be so damaged as to be unsafe. Dr. Snively also checked Froines' goggles and they were found to be non-metallic and the driver suffered no cuts about the eyes although his face was badly lacerated by other causes.

Well Gus, that about wraps it up; another racing season such as the last one and you won't be in any shape to close that deal, but we will all be eager to get going when Spring and the proverbial robin comes around again.

With best regards,  
tom wilson

#### VOLVO ON AIR

Volvo is sponsoring the weekly "Duke Snider Show" aired via KNX Saturdays at 6 p.m. beginning Dec. 7. Assisting the L.A. Dodgers ace outfielder will be Tom Hanlon, known to speed fans for his Indianapolis broadcasts and public address system work at sports car and pro races.

## 15 Top Events On FIA Calendar

PARIS, Nov. 27.—Fifteen major events are on the FIA's preliminary calendar for 1958 as released today. They are:  
Jan. 21-25, Monte Carlo Rallye; March 11-15, English R. A. C. Rallye; March 22, Sebring Enduro; May 11, Mille Miglia; May 15-18, England's Mobilgas Economy Run; May 18, Grand Prix of Monaco; May 30, 500-mile Indianapolis Sweepstakes; June 1, Nurburgring; June 8, Grand Prix of Holland; June 15, LeMans; June 29, Grand Prix of France; July 16, Grand Prix of Portugal; July 19, Grand Prix of England; Aug. 3, Grand Prix of Germany; Sept. 7, Grand Prix of Italy.

## LETTERS

(Continued from Page 2)

all the way, and yet even so we still have no equivalent of the marine lifeboat for airline passengers. Management reasons that installing parachutes will cause would-be passengers to seek other mode of travel because of the implied danger—could the cold shoulder roll bar legislation be receiving here in the Southland be due to a similar monetary-based philosophy? Perhaps the race organizers are afraid that the little guy who make up 90% of the starting field may become conspicuous by his absence if the inherent danger of the sport is brought home to him through forcible roll bar requirements. True enough, it would be hard to draw a few thousand people out into the weeds to watch 10 cars run—so maybe the promoting boobahs would prefer to see a hundred-car field, sans roll bars, assemblé instead. After all, nobody stays home from the bull-fights in Tijuana because of the blood!

Then there's the bad angle—nobody wants to be the first because his soft-headed friends will think him "chicken." Iah! It's been my experience that if safety is left up to the competitors, you'll never have any. When running at the first legal drag, I braved ridicule for wearing a helmet in a fuel-coupe class machine, along with a safety belt. These items, scorned seven years ago, became mandatory four years later. As it turned out, even ultra-safety conscious "me" hadn't overdone it—I didn't carry an extinguisher then, and nitro being what it is, the inevitable happened one day, and that's how I got out of the fuel-coupe business. Let's not let similar culpable neglect regarding roll bars put us all out of the amateur racing business, wherever it may be held. Look to the hot-rodders for an example—they make the sport car gang look silly when it comes to applied practical safety. Maybe it's because one's making a killing off of their kind of racing.

Bob Pendergast,  
Managing Editor  
Car Craft Magazine  
Hollywood

#### WATCH BURROUGHS

I am sending this information on to you regarding Bill Burroughs of Atlanta, Georgia, who is rapidly becoming the Bob Oker of the East Coast and, being only 22, seems to have a rosy future in sports car racing.

Bill will probably get a berth on the A.C. team this next year. Henderson of A.C. is in touch with Bill, and it looks assured.

You, of course, know he whipped some top drivers at Watkins for a first, then repeated at V.I.R.

We have the Sebring Triumph team this year and I am looking forward to seeing you again here. I know we are going to do even better than last year.

I enjoy reading your column and hope you keep up the good work.  
John L. Oviatt  
Jarrard Motors  
Pensacola, Fla.

#### LE CERCLE OPPOSITION

The people who love to participate as Concours contestants are facing a few problems.

As time goes by, the Le Cercle Concours Club is picking up a not too favorable reputation. Until their present policy of the wealthy man being on top changes, talk will continue to spread. We are just the average type family, who enjoy preparing our car as a hobby. We can't begin to compete with this very well-to-do set.

Even those who are members of this group are expressing ill feelings about the handling and management of this organization. You might be interested in knowing that the top directors of the Le Cercle Club will not patronize the Concours show but only those ones they themselves stage. This did not hurt the success of the Loyola Palms Concours d'Elegance, but it certainly proves to many the bad sportsmanship involved.

It is also interesting to note, that those who are Le Cercle members have a much better chance of bringing home the trophies from their own shows.

There is now a special admittance fee being made to Le Cercle members for the various Concours shows. Non-members must pay more. This is naturally a come-on towards a larger membership. It appears, that this group is attempting to arrange things, so they can eventually monopolize all Concours d'Elegance shows. We don't feel they are the only ones who can put on such an event.

We are speaking for many people.

## Smasher for Rodriguez

(Continued from Page 1)

1954 by Umberto Maglioli of Italy in a 4.9 Ferrari.

#### THROUGH WITH JAG

Beaten by a boy half his age and driving a car with more than twice the engine displacement of the Porsche, Mariscal announced he was through with

ible calmness that belied his youth. At no time did he seem pressed, overcoming all obstacles with a sangroid that was in direct contrast with the overwhelming ovation he received from the crowd.

#### A GREAT FINALE

It was a great finale for young

## Rosado Joins MOTORACING

MOTORACING is proud to announce the addition to its staff of Jorge Rosado as its correspondent covering all major sports car races and other automotive events in the Republic of Mexico.

Rosado is the editor of Velocidad, one of the major automotive magazines in Mexico City, and one of the country's leading race drivers.

With more and more important races and rallies coming up in Mexico and the strong possibility that the famous Pan American Mexican road race will be resumed in 1958, much attention is now being centered south of the border.

And MOTORACING's readers will get all the news first from the typewriter of Jorge Rosado. Watch for his EXCLUSIVE action-packed and authoritative stories in MOTORACING.

the Coventry car and had ordered a 3-liter Ferrari from Enzo.

Ricardo led from start to finish. After the 1st 3 laps he held an 11-second margin. He maintained this lead until lap 20, when Mariscal moved up to within 4 seconds of the youth. Although many fans thought Mariscal purposely held back, waiting to overtake Ricardo late in the going, the boy met his elder's challenge with a titanic burst of speed that left him far back and out of contention.

Ricardo drove with an incred-

Rodriguez in his last race of the year in Mexico before taking off to race at Bahamas Speed Week in Nassau early next month.

Since I did not drive in this race, I had an excellent opportunity of watching the boy at close range and observing the crowd's reaction to his flawless driving. Believe me, I am firmly convinced that Ricardo Rodriguez has all the authentic ingredients of a true champion. You are right, Senior Editor!

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## Up the Straights

By Jim Mourning

### ALL-OUT ASSAULT ON SPORTS CAR LITERATURE

**WE DON'T BELIEVE** it. Despite the contentions of some of our critics, we don't believe that everyone turns to this column merely to enjoy the funny picture at the top. Some of them must know how to read.

All of which brings us none too adroitly to the subject of books. Having just suffered through the pangs of giving birth to a pair for Trend, it's a subject near, if no longer quite so dear, to our heart. Then the mail brought us a bundle and we determined to don the mantle of book reviewer.

Since there is little that is controversial in a book review, our self-appointed critics need not have any more of this read to them.

Seriously, this is three book reviews rolled into one, for we just received review copies of the first three tomes in the Modern Sports Car Series published by Greenberg, Publisher. These are "Guide to Buying a Used Sports Car," by John Christy, the great white father of Sports Cars Illustrated; "Guide to Competition Driving," by Paul (one horse open) O'Shea; and "Jaguar Guide," by a Bentley named John.

Frankly, we're quite pleased with what we found. The books are well illustrated, 129 pages thick, 5 1/2 and 8 inches wide and tall, have laminated covers in four colors and only tag you for \$1.95. The writers are all laddies who are alleged (you can always get an argument from somebody) experts in the field.

#### CHRISTY ON PELOTA

Of the three, the epic by

Christy is probably the easiest reading. (Yes, we would too! We'd say that even if he wasn't our editor). As is expected of his mental spawnings, it's breezy, a little impudent, graphic, lucid and thorkle. (Enough, John?) Not that the others are hard going. All three are marked by styles that make them completely understandable even to those non-pointy heads who don't know a facia panel from a spanner.

Because dicing bugs us (and bankrupts us), we were also fascinated by the product of O'Shea, who gives an almost step by step account of the various competition techniques, many of which he undoubtedly learned following a local lad around whenever he invaded the West Coast. But wherever he accumulated his information, he's as well qualified as anyone this side of Carroll Shelby to handle such a book.

Bentley's prose is highly competent and the book is probably a must for those interested either in Jags in particular or automotive history in general.

#### MORE COMING

But it's not the individual efforts of any of these automotive Hemingways that excites us. It's the over-all project that is nurturing them. Greenberg has launched the first carefully planned, all-out assault on sports car literature. And we say jolly well time somebody did.

In the almost immediate future, the initial trio will be augmented by "Guide to Rallying," by Larry Reid, and "Sports Cars of the World" by Robert Halmi.

Among others currently in the hopper are "Corvette Guide," by Dick Thompson (and who should know better?); "Guide to the Porsche," by Sloniger; "MG Guide," by John Christy; "Famous Sports Car Drivers," by Hans Tanner; "Sports Car Engineering and Design," by John Bond (we hope it's based on his Road & Track pieces); "Gadgets for Your Sports Car"; "Care and Repair of Your Sports Car"; "Sports Car Humor" (don't tell us somebody's finally realized the Britons aren't the only enthusiasts with a sense of humor), and others. We understand that nearly every top automotive writer in the country will eventually be represented in the series.

So we hereby award a "bully" and a pair of "jolly good shows" to Greenberg, Publisher. Readers need not cheer, just throw money.

## National SCCA Point Standings

Following are the National SCCA Point Standings up to and including Palm Springs. This DOES NOT include Pebble Beach or Riverside.

**B Sports**—J. E. Rose, 2000; Andy Rosenberger, 1200; Ralph Durbin, 1000; John Cook, 1000.

**C Sports**—Walt Hansgen, 9100; Charles Wallace, 3100; J. M. R. Lyeth, 2000; Carroll Shelby, 2000; Robert Stonedale, 2000.

**D Sports**—Paul O'Shea, 9800; Carroll Shelby, 3000; Jim Hall, 1800.

**E Sports**—Gaston Andrey, 6200; E. P. Lunken, 3000; John Fitch, 2000.

**F Sports**—Charles Wallace, 6800; Robert Holbert, 5000; Lake Underwood, 5000; Robert Donner, 3000.

**G Sports**—Frank Baptista, 8400; M. R. J. Willie, 6200; Robert Weiler, 5400.

**H Sports**—Melvin Sachs, 3600; Henry Rudkin, 3200; Dolph Vilardi, 2800.

**Formula III**—Paul Richards, 4600; Rowland Keith, 2400; George Alderman, 1800.

**Unrestricted**—John B. Meyer, 2000; Stutz Plaisted, 1200; J. Robert Bucher, 1000; Victor Melnhart, 1000.

**B Production**—R. K. Thompson, 7600; Bark Henry, 4000; Fred Windridge, 2600.

**C Production**—Harry Carter, 5000; George Constantine, 3600; James Robinson, 2200; Robert Rubin, 2200.

**D Production**—Fred Moore, 5000; Gil Gettner, 4800; Warren Cox, 4000.

**E Production**—Bob Kuhn, 8000; Harry Carter, 4600; Bill Burroughs, 2000.

**F Production**—Lake Underwood, 5900; Richard Nash, 4600; Freddie Barrette, 3400.

**G Production**—Templeton Briggs, 5400; J. Edward Huges, 5000; Robert Grossman, 4600.

**New Officers Listed By Hughes SC Club**

The Hughes Employees Assn. SCC recently elected the following slate of officers to guide it during its second year:

Jim Hines, president; Bob Sweet, vice-president; Eleanor Schneider, secretary; Flo Stevens, treasurer; Chuck Meredith, member-at-large; Dick Pieper, member-at-large; Don Royer, member-at-large; Ed Morrisseau, senior SCCSC delegate. The HEASCC Executive Council, composed of the officers listed above, appointed the following members to chairmanship of the four permanent committees: George Raymond, publicity; Bill Moore, program; Ed Smith, events; Jan Woodward, membership.

## Riverside Races

(Continued from Page 8)

sedan joust, averaging 78.35, while Jean Geslin scored over Harry Morrow in the Formula III, averaging 81.6.

The production over 1600cc event, Race 2, went to hard-driving Austin in C. S. Mead's hard-topped, red No. 8 Corvette. He resisted threats from Cal Bailey's Corvette, only 1 second behind, and Bill Love, AC Bristol expert, just 7 seconds from the lead. Bailey picked up three positions between Laps 1 and 2 and hung on Austin's exhaust every inch of the way. Jerry's winning average was 76.8.

The race was marred by a spectacular mishap on the second lap involving Dino Vichas, who drove all the way down from Pendleton, Ore., in his Mercedes 300SL. Vichas lost control on the esses near Turn 1, overcorrected, struck the bank and capsized in the air, coming to rest upside down on the course. The top pancaked down on him but he managed to extricate himself. He suffered a bad cut over the left eye, facial cuts and a slight concussion.

#### HEALEY FLIPS

Only other mishap of consequence occurred yesterday in the same class when Trenor Peter Godfrey Stanley of Santa Barbara flipped his Austin-Healey off Turn 7. He was treated for a cut on his left eye. His mount was almost totalled, the front end being virtually washed out.

Sunday's under 1600cc production was another feather in the cap of Lew Bracker, Sherman Oaks insurance exec, who took the 15-lapper in his black Porsche Carrera. D. D. Michelmore was 13 seconds back in a Porsche 1600. Fred Woodward and Willie West were 3-4 in Alfa Romeos. Bracker's winning average was 74.7.

Lew, Ruth, Jerry and Jack all won their 5-lap Saturday outings, too.

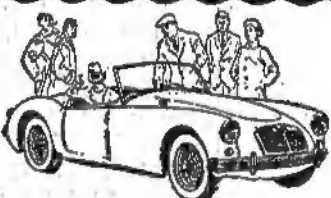
The two-day meet closes the SCCA National road racing calendar for 1957—and thankfully so. Three Nationals on three consecutive weekends this month at Palm Springs, Pebble Beach and Riverside taxed the physical and financial resources of participants and fans alike.

May the racing powers—that be awakened, lest the roof cave in during '58.

#### FCCA NEWCOMER

The Four Cylinder Club of America has granted a charter to the South Bay Chapter of the FCCA. The new club is holding meetings the first Friday of each month, 8 p.m., at McMaster Park, 174th and Yukon, Torrance.

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## S. Calif. Duos Mexico Rallye Threats

(Continued from Page 1)

lonable hotels overlooking the bay on Monday, Dec. 2.

Every leg from each of the starting points must be covered EXACTLY within a specified time, with a margin of 59 seconds, plus or minus, to be considered within the ideal elapsed time for the arrival. A penalty of 100 points will be imposed for every minute or fraction thereof that the entrant is either early or late. A 15-minute error means elimination.

It will be regularly run from Mexico City to Acapulco, with the legs from Mexico City-Cuernavaca, Cuernavaca-Iguala (over the freeway), Iguala-Chilpancingo and Chilpancingo-Acapulco to be covered within the scheduled time, based on a conservative average speed.

#### TWO CLASSES

Times have been computed for the two classes of cars—touring (not sports cars) up to 1500cc (91.7 cu. in.), and free class (sports and touring), with no displacement limits for sports cars. Touring cars of more than 1500cc, either stock or modified, are in the free class.

Team entries of three two-man crews are allowed, and they may take different routes. Best-qualified team comes in for \$400.

Several outstanding driver-navigator combos from Southern California will be gunning for a slice of the huge prize fund and must be considered threats. They will, however, be at the disadvantage of not having tested the routes in advance as many of the Mexican entrants have been doing for the past several weeks.

Four Southland duos leave from Guadalajara. Three cars

make up the rugged Simca team. They are composed of Ken Miles, the noted under-1500cc race driver, and his navigator, Nick Marchal; Marv Patchen and Dick Kermode, and Herb Johnston and Dick Flude.

Also departing from this city in Jalisco is a Porsche Carrera coupe owned by Johnny Porter, which will be driven by Ignacio Lozano and navigated by Howard Frank.

#### GLASSETT ENTERED

Leaving from the industrial metropolis of Monterrey will be driver Walt Glassett and his 15-year-old son, Wally, in a Porsche Speedster, and Maxine and Don Royer, in a Corvette. Maxine is the driver. These two cars, along with Lozano-Frank are entered as a team.

There was a rumor, although unconfirmed, that the rallye also had drawn an entry from Paul O'Shea, of Port Chester, N.Y., the Mercedes-Benz 300SLs coupe National point champion. Johnny Mantz also was a reported entry, as was Joe Weissman, CSCC officer, with a Porsche to be navigated by a Mexican acquaintance.

Chuck Daigh, originally slated to pilot Johnston's Simca, was forced to pull out because of a commitment as a mechanic for Lance Reventlow at Bahamas Speed Week in Nassau, Dec. 1-8.

One of the foremost Mexican threats is handsome Juan Manuel Rullan, president of the powerful RODA club of Mexico City, and his navigator, Francisco Taler, popular Alfa Romeo driver here. They will undertake the grind in Rullan's new Mercedes-Benz 300SL.

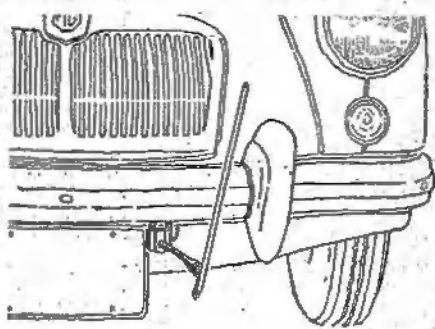
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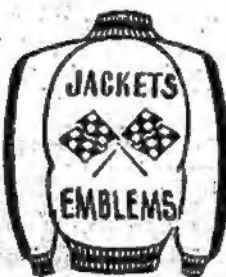
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## California SCCA National Point Winners

Production Under 1600cc:	Palm Springs	Laguna Seca	Riverside	Total
1 Skip Hudson	5-12	6-12	6-12	34
2 Lew Bracker	6-10	6-10	6-10	34
Production Over 1600cc:	Palm Springs	Laguna Seca	Riverside	Total
1 Jerry Austin	5-12	6-12	6-12	42
2 Bill Love	6-10	6-10	6-10	34
Modified Under 1500cc:	Palm Springs	Laguna Seca	Riverside	Total
1 Jack McAfee	5-12	6-12	6-12	46
2 Pat Pigott	6-10	6-10	6-10	34
Modified Over 1500cc:	Palm Springs	Laguna Seca	Riverside	Total
1 Carroll Shelby	5-12	6-12	6-12	47
2 John Von Neumann	6-10	6-10	6-10	34
3 Pete Lovely	6-10	6-10	6-10	34

## Appalachian Rallye Won by Reid Couple

HERSHEY, Pa., Nov. 19—Following are list 5 finishers of the Appalachian National Rallye which went through Pennsylvania, Maryland, West Virginia and Virginia, covering more than 800 miles in three days:

1. Larry and Joan Reid, Allston, Mass., Austin-Healey, 2 min 20 sec; 2. Don and Jo Blackburn, Greenville, N. Y. Jaguar, 3 min 10 sec; 3. Fred and Penny Allen, Penfield, N. Y. Volkswagen, 3 min 23 sec; 4. E. Stephens and W. Whisler, Mansfield, Ohio, Porsche, 4 min 03 sec; 5. Emil and Mary Bulck, Oyster Bay, N. Y. Austin-Healey, 4 min 12 sec.

The regularly run was won by Richard Smith and Chris Custer, Quakertown, with an error of 1 3/19 sec.

### NEW FERRARI DUE

Johnny von Neumann, winner of many events this season with his 2.5 Testa Rossa Ferrari, expects delivery of a new 12-cylinder, 3-liter Ferrari in Miami, Fla., for the Nassau races, he informed MOTORACING. His chief mechanic will be Richie Ginther, who'll double in brass by driving John Edgar's 4.9 Ferrari.

## Macao Grand Prix Won by Pateman

MACAO, Nov. 17—English pilots took the first three places today in the fourth Grand Prix of Macao. Arthur Pateman won in a Mercedes 300SL, covering the 300-mile 77-lap circuit in 4 hours 54 minutes 37 seconds at an average speed of 61.16mph.

Ron Hardwick, second, in an Ace Bristol, was clocked in 4:58:15. He was followed by N. C. Fullford in a Triumph TR2.

William Baxter, an American driver from Okinawa, escaped serious injury when his Triumph TR3 lost a wheel on the 39th lap. Baxter yesterday won the forty-mile novice race at an average speed of 55.8mph.

### NOW WITH PLYMOUTH

Ray Connors, formerly of the Los Angeles Mobilgas public relations staff, recently joined the Hollywood office of N.W. Ayer & son. He'll direct the West Coast news bureau for Plymouth.

## Is MOTORACING Arriving Late?

Because of the irregular delivery of all second- and third-class publications, readers of MOTORACING are asked to check their branch post office whenever their copy does not arrive on time.

Under normal conditions, MOTORACING readers in Los Angeles, San Francisco, San Diego and Phoenix receive their copy on Friday. Readers in cities more distant from Los Angeles (where MOTORACING is mailed every other Tuesday evening) should receive their copy on Monday or Tuesday.

Current delivery problems have affected every publication. Until normal postal service resumes, publications are unable to do anything to improve deliveries.

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## Terrific Welcome For J. M. Fangio

BUENOS AIRES, Nov. 26—A boisterous triumphant homecoming marked today's return of Juan Manuel Fangio, Argentina's speed king who won the World's Driving Championship for the 5th time this season.

Fangio, who's slated to drive in the Grand Prix de Buenos Aires Sunday, came up with some sage words in reply to queries concerning his retirement. "I want to retire before decay sets in, but I'm not sure when that will happen," the stocky pilot stated.

## Fund Aids Pilot Hurt in Caracas

CARACAS, Nov. 27—Hap Dressel, Arlington, Va., injured in the Grand Prix of Venezuela, was operated on to set his fractured pelvis and broken leg. He is recovering satisfactorily. After 3 weeks in the hospital here Dressel will be sent to the U.S., where he will be bedded another 2 months.

A collection has been started at the Touring Club to raise funds to help defray Dressel's expenses and \$1000 donated within 24 hours has been turned over to Mrs. Dressel.

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#### KURTIS Body, Halibrand

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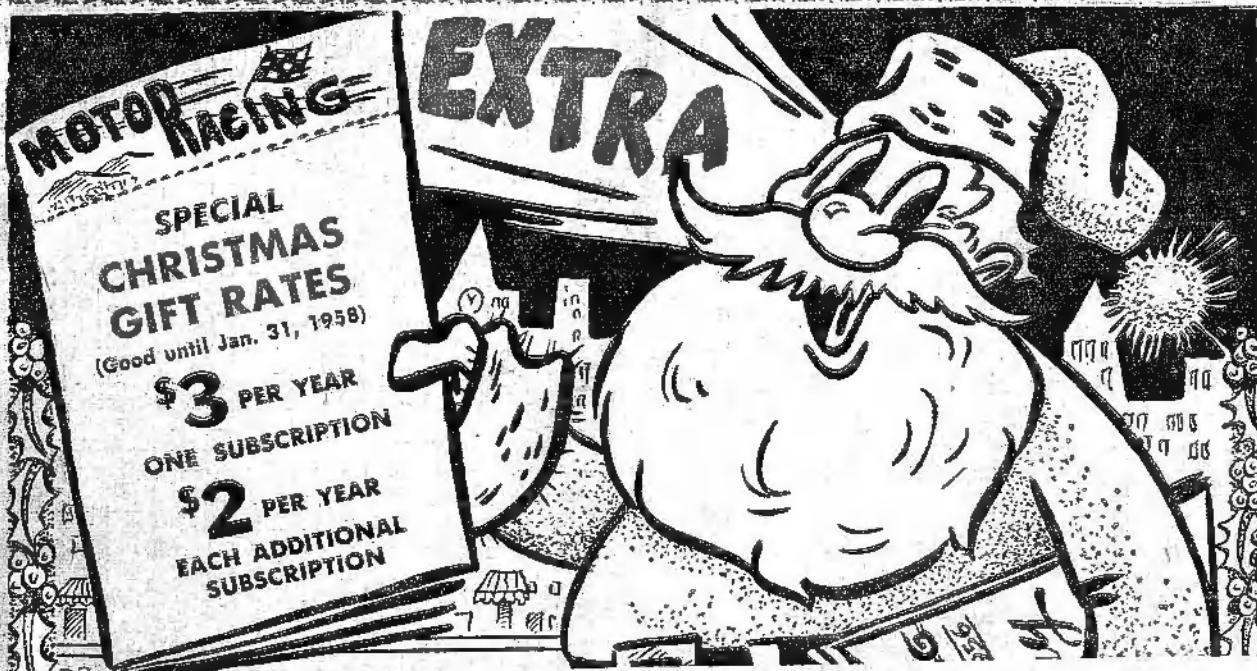
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